

1 VOLUME I, PAGES 1-284
2 US ARMY CORPS OF ENGINEERS
3 NEW ENGLAND DISTRICT
4
5 PUBLIC SCOPING SESSION BEFORE THE NEW ENGLAND ARMY
6 CORPS OF ENGINEERS, HELD AT THE NORTH KINGSTOWN HIGH
7 SCHOOL, 150 FAIRWAY DRIVE, NORTH KINGSTOWN, RHODE
8 ISLAND, ON THURSDAY, JUNE 6, 2002, COMMENCING AT
9 7:00 P.M., CONCERNING:
10 PROPOSED QUONSET & DAVISVILLE PORT
11 AND COMMERCE PARK
12 ENVIRONMENTAL IMPACT STATEMENT
13
14 BEFORE:
15 LARRY ROSENBERG, AS MODERATOR
16 JOANNE BARRY, CHIEF OF POLICY & TECHNICAL SUPPORT
17 SUSAN HOLTHAM, ENVIRONMENTAL IMPACT STATEMENT
18 PROJECT ADVISOR
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1 P R O C E E D I N G S

2

3 MODERATOR ROSENBERG: GOOD EVENING.

4 GOOD EVENING AND WELCOME TO THIS NATIONAL

5 ENVIRONMENTAL POLICY ACT PUBLIC SCOPING SESSION FOR

6 AN ENVIRONMENTAL IMPACT STATEMENT THAT WILL LEAD TO

7 A DECISION BY THE FEDERAL GOVERNMENT ON A PERMIT

8 APPLICATION SUBMITTED BY THE OFFICE OF THE GOVERNOR

9 OF THE STATE OF RHODE ISLAND FOR THEIR PROPOSAL FOR

10 THE QUONSET-DAVISVILLE PORT AND COMMERCE PARK HERE

11 IN NORTH KINGSTOWN, RHODE ISLAND.

12 MY NAME IS LARRY ROSENBERG, AND I'M THE

13 CHIEF OF PUBLIC AFFAIRS FOR THE UNITED STATES ARMY

14 CORPS OF ENGINEERS IN NEW ENGLAND, AND I WILL BE

15 YOUR MODERATOR AND FACILITATOR THIS EVENING.

16 BEFORE WE BEGIN, I WOULD LIKE TO THANK

17 YOU FOR GETTING INVOLVED IN THIS ENVIRONMENTAL

18 REVIEW PROCESS. YOU SEE, WE'RE HERE TONIGHT TO

19 LISTEN TO YOUR COMMENTS, TO UNDERSTAND YOUR

20 CONCERNS, AND TO PROVIDE YOU AN OPPORTUNITY TO

21 APPEAR ON THE RECORD SHOULD YOU CARE TO DO SO. THIS

22 FORUM IS YOURS.

23 OUR SCOPING OFFICER THIS EVENING IS

24 MS. JOANNE BARRY, THE CHIEF OF POLICY AND TECHNICAL

1 SUPPORT FOR THE CORPS OF ENGINEERS NEW ENGLAND
2 REGULATORY OFFICE.

3 SHOULD YOU NEED COPIES OF THE PUBLIC
4 NOTICE, OR THE SCOPING PROCEDURES, OR ANY OTHER
5 PERTINENT INFORMATION, IT IS AVAILABLE AT THE
6 REGISTRATION TABLES OUTSIDE THE DOOR.

7 THE AGENDA FOR THIS SCOPING SESSION IS,
8 FOLLOWING THIS INTRODUCTION, MS. BARRY WILL ADDRESS
9 THE MEETING.

10 SHE WILL BE FOLLOWED BY THE CORPS'
11 ENVIRONMENTAL IMPACT STATEMENT PROJECT ADVISOR,
12 MRS. SUSAN HOLTHAM, WHO WILL DISCUSS BOTH THE
13 ENVIRONMENTAL IMPACT STATEMENT AND THE NATIONAL
14 ENVIRONMENTAL POLICY ACT.

15 FOLLOWING THAT VERY SHORT PRESENTATION,
16 WE WILL BEGIN RECEIVING YOUR COMMENTS ACCORDING TO
17 OUR PROTOCOLS. PLEASE FEEL FREE TO BRING UP ANY AND
18 ALL TOPICS THAT YOU FEEL NEED TO BE DISCUSSED ON THE
19 RECORD. I ASSURE YOU THAT ALL YOUR COMMENTS WILL BE
20 ADDRESSED DURING THIS ENVIRONMENTAL REVIEW PROCESS.

21 FOR YOUR CONVENIENCE, A STENOGRAPHER IS
22 ALSO AVAILABLE OUTSIDE THE HALL IN THE HALLWAY
23 SHOULD YOU WISH TO DICTATE A STATEMENT FOR THE
24 RECORD, RATHER THAN MAKING A FORMAL PRESENTATION, AS

1 THE FORMAL PRESENTATIONS WILL BE LIMITED TONIGHT TO
2 THREE MINUTES.

3 IT IS VERY IMPORTANT THAT NO
4 DECISION -- IT IS VERY IMPORTANT THAT YOU KNOW THAT
5 NO DECISION HAS BEEN MADE BY THE UNITED STATES ARMY
6 CORPS OF ENGINEERS WITH REGARD TO THE PROPOSED PORT
7 AND COMMERCE PARK AT QUONSET.

8 FURTHERMORE, THE CORPS IS NOT HERE TO
9 DEFEND ANY ASPECT OF THE PROPOSED ACTIVITY. WE ARE
10 HERE TO LISTEN TO WHAT'S ON YOUR MIND CONCERNING
11 THIS PROPOSED ACTIVITY.

12 YOU SHOULD ALSO KNOW THAT BEFORE ANY
13 DECISION IS MADE, WE MUST TAKE INTO CONSIDERATION
14 BOTH THE ENVIRONMENTAL CONCERNS AND THE ISSUES THAT
15 ARE OF CONCERN TO YOU.

16 YOU KNOW, AS A DIRECT RESULT OF HAVING
17 THIS TYPE OF OPEN PROCESS, WE HAVE BEEN ABLE TO
18 OVERCOME MANY OF THE DIFFICULTIES OTHER FEDERAL
19 AGENCIES FACE DURING THE PUBLIC REVIEW PERIOD.

20 ALTHOUGH WE ARE HERE TONIGHT TO LISTEN
21 TO YOUR THOUGHTS REGARDING THAT PROPOSED ACTIVITY,
22 WE NEED YOUR INPUT THROUGHOUT THE ENTIRE PROCESS.

23 YOUR INVOLVEMENT IS NOT ONLY REQUESTED,
24 YOUR INVOLVEMENT IS NECESSARY, ESPECIALLY THOSE OF

1 YOU IMPACTED BY THIS PROJECT, TO ASSIST US IN THIS
2 ENVIRONMENTAL REVIEW.

3 BEFORE WE BEGIN, I WOULD LIKE TO REMIND
4 YOU OF THE IMPORTANCE OF FILLING IN THE CARDS THAT
5 WERE AVAILABLE AT THE DOOR.

6 THESE CARDS KIND OF SERVE TWO PURPOSES.
7 FIRST, THEY LET US KNOW THAT YOU ARE INTERESTED IN
8 THE EIS SO WE CAN KEEP YOU INFORMED.

9 SECOND, THEY PROVIDE ME A LIST OF THOSE
10 WHO WISH TO SPEAK TONIGHT. IF YOU DID NOT COMPLETE
11 A CARD, BUT WISH TO SPEAK, OR RECEIVE FUTURE
12 INFORMATION REGARDING THIS ENVIRONMENTAL IMPACT
13 STATEMENT, ONE WILL BE PROVIDED AT THE REGISTRATION
14 DESK.

15 ONE ADDITIONAL COMMENT. WE ARE HERE
16 TONIGHT TO RECEIVE YOUR COMMENTS, NOT TO ENTER INTO
17 DISCUSSION OF THOSE COMMENTS OR TO REACH ANY
18 CONCLUSIONS. ALL QUESTIONS YOU HAVE SHOULD BE
19 DIRECTED TO THE RECORD AND NOT TO THE INDIVIDUALS
20 HERE ON THE PANEL.

21 THANK YOU VERY MUCH.

22 LADIES AND GENTLEMEN, MS. BARRY.

23 (APPLAUSE.)

24 MS. BARRY: EXCUSE ME JUST A SECOND. MY

1 WHO ARE WITH ME TONIGHT INCLUDE SUE HOLTHAM, WHO IS
2 SEATED HERE. SHE IS ASSISTING US IN MANAGING THE
3 NEPA EIS PROCESS, AND SHE'LL SPEAK TO EDUCATE PEOPLE
4 ON THAT PROCESS SHORTLY.

5 GREG PENTA IS OUR PERMIT PROJECT
6 MANAGER, AND HE SECURES POINTS OF CONTACT FOR THIS
7 PROCESS.

8 WENDALL MAH FROM OUR OFFICE OF COUNSEL
9 IS ALSO HERE.

10 AND LARRY ROSENBERG, WHO INTRODUCED ME,
11 IS OUR CHIEF OF PUBLIC AFFAIRS, AND HE WILL
12 FACILITATE THIS SESSION.

13 TONIGHT'S SCOPING MEETING IS BEING
14 CONDUCTED AS PART OF THE FEDERAL NEPA REQUIREMENTS,
15 AS WELL AS THE CORPS OF ENGINEERS REGULATORY
16 RESPONSIBILITIES TO SEEK OUT PUBLIC INPUT REGARDING
17 THE SCOPE AND CONTENT OF THE ENVIRONMENTAL IMPACT
18 STATEMENT.

19 AND I WOULD LIKE TO BRIEFLY REVIEW THE
20 CORPS OF ENGINEERS' RESPONSIBILITIES REGARDING THIS
21 PROCESS.

22 THE CORPS' NEW ENGLAND DISTRICT RECEIVED
23 A PERMIT APPLICATION FROM THE STATE OF RHODE ISLAND
24 IN JANUARY OF 2002. WE ARE RESPONSIBLE FOR

1 REVIEWING THIS PERMIT APPLICATION. THAT APPLICATION
2 IS MORE FULLY DESCRIBED IN THE FEDERAL REGISTER
3 ANNOUNCEMENT, DATED MAY 9TH, 2002, AS WELL AS OUR
4 PUBLIC NOTICE, DATED APRIL 30TH, 2002, AND WE HAVE
5 COPIES OF BOTH THOSE DOCUMENTS HERE TONIGHT.

6 THE CORPS OF ENGINEERS REGULATORY
7 AUTHORITY FOR THIS PERMIT APPLICATION DERIVES FROM
8 SECTION 404 OF THE CLEAN WATER ACT, BY WHICH THE
9 CORPS REGULATES THE DISCHARGE OF DREDGED AND FILL
10 MATERIAL INTO WATERS OF THE UNITED STATES; FROM
11 SECTION 10 OF THE RIVERS AND HARBORS ACT, THROUGH
12 WHICH THE CORPS REGULATES STRUCTURES AND WORK IN
13 NAVIGABLE WATERS OF THE US; AND UNDER SECTION 103 OF
14 THE MARINE PROTECTION RESEARCH AND SANCTUARIES ACT,
15 WHEREBY THE CORPS REGULATES THE DISPOSAL OF DREDGED
16 MATERIAL INTO THE OCEAN.

17 A PART OF OUR REGULATORY
18 RESPONSIBILITIES, A NUMBER -- AS PART -- EXCUSE ME.
19 AS PART OF OUR REGULATORY RESPONSIBILITIES, A NUMBER
20 OF OTHER FEDERAL LAWS APPLY, INCLUDING NEPA. UNDER
21 NEPA, FEDERAL AGENCIES MUST INSURE THAT
22 ENVIRONMENTAL INFORMATION IS AVAILABLE TO AGENCIES
23 AND TO THE PUBLIC BEFORE WE MAKE DECISIONS.

24 FOR EVERY PERMIT APPLICATION, THE CORPS

1 MUST DECIDE IF AN ENVIRONMENTAL ASSESSMENT OR A FULL
2 ENVIRONMENTAL IMPACT STATEMENT IS NECESSARY TO
3 COMPLY WITH NEPA.

4 AFTER A DETAILED ANALYSIS OF THIS
5 APPLICATION WAS COMPLETED IN MARCH OF 2002, OUR
6 DISTRICT ENGINEER, COLONEL BRIAN OSTERNDORF,
7 DETERMINED THAT AN EIS WOULD BE REQUIRED FOR THIS
8 PROJECT.

9 NEPA REQUIRES THAT WE HAVE AN EARLY AND
10 OPEN PROCESS FOR DETERMINING THE SCOPE OF ISSUES TO
11 BE ADDRESSED IN THE EIS, AND THIS PROCESS WE ARE
12 PARTICIPATING IN TONIGHT IS CALLED SCOPING.

13 WE ARE HOLDING TWO FORMAL MEETINGS. ONE
14 WAS HELD ON TUESDAY IN PROVIDENCE, AND TONIGHT'S
15 HERE IN NORTH KINGSTOWN. THIS IS PART OF A SCOPING
16 PROCESS THAT WILL CONTINUE THROUGHOUT THE
17 DEVELOPMENT OF THE ENVIRONMENTAL IMPACT STATEMENT.

18 HOWEVER, IN ORDER TO INSURE THAT ALL
19 RELEVANT COMMENTS ARE INCLUDED IN OUR EIS OUTLINE,
20 WE REQUEST THAT COMMENTS BE SUBMITTED WITHIN 30 DAYS
21 OF TONIGHT'S MEETING, SO THAT'S JULY 6TH.

22 AND OUR GOALS FOR THE SCOPING PROCESS
23 ARE THREEFOLD: FIRST, TO IDENTIFY THE PUBLIC AND
24 AGENCY CONCERNS; SECOND, TO DEFINE THE ISSUES AND

1 ALTERNATIVES THAT WE WILL EXAMINE IN THE
2 ENVIRONMENTAL IMPACT STATEMENT; AND THIRD, TO
3 FACILITATE IDENTIFICATION OF ALL THE RELEVANT ISSUES
4 EARLY SO THAT WE HAVE LESS BACKTRACKING LATER.

5 IT'S IMPORTANT FOR YOU TO UNDERSTAND,
6 AND I THINK LARRY EMPHASIZED THIS, THAT THE DECISION
7 ON THE CONTENTS OF THE EIS, MUCH LESS THE PERMIT
8 DECISION, HAS NOT BEEN MADE. THESE MEETINGS, AND
9 ANY SUBSEQUENT MEETINGS WE HOLD, OR INPUT THAT WE
10 RECEIVE, WILL BE USED TO HELP US DETERMINE THE
11 CONTENTS OF THE EIS.

12 TOWARD THAT END, INFORMATION ON ISSUES,
13 RESOURCES, SITES, ALTERNATIVES, AVAILABLE STUDIES,
14 DATA OR MAPS ARE MOST USEFUL TO US.

15 THIS IS NOT THE TIME TO BE DEBATING THE
16 MERITS OF THE PROPOSAL. THERE WILL BE AMPLE
17 OPPORTUNITY FOR THOSE DISCUSSIONS ONCE THE DRAFT EIS
18 IS PREPARED AND WE HOLD PUBLIC HEARINGS AND OTHER
19 PUBLIC MEETINGS. WHAT WE NEED NOW IS YOUR HELP IN
20 DECIDING WHAT TO STUDY IN THE ENVIRONMENTAL IMPACT
21 STATEMENT.

22 WHAT WE HOPE TO ACHIEVE AS WE MOVE
23 THROUGH THE SCOPING PROCESS, BY HEARING FROM YOU AND
24 MEETING WITH LOCAL, STATE AND FEDERAL AGENCIES, IS A

1 ROAD MAP FOR A GOOD, SOLID ENVIRONMENTAL IMPACT
2 STATEMENT THAT EVALUATES ALL THE ISSUES - TECHNICAL
3 ENVIRONMENTAL, ECONOMIC AND SOCIAL, ONE THAT
4 DESCRIBES A GOOD RANGE OF ALTERNATIVES, AND ONE THAT
5 DISPLAYS THESE IMPACTS IN A WAY THAT IS USEFUL FOR
6 AGENCIES AND CITIZENS.

7 THANKS VERY MUCH FOR COMING TONIGHT, AND
8 I WOULD LIKE TO INTRODUCE SUE HOLTHAM, WHO WILL
9 DISCUSS THE NEPA AND THE EIS PROCESSES.

10 MRS. HOLTHAM: THANK YOU, JOANNE.

11 GOOD EVENING. I'M SUE HOLTHAM. I'M
12 WITH THE NEW ENGLAND DISTRICT CORPS OF ENGINEERS,
13 AND I AM ASSISTING OUR REGULATORY BRANCH ON THE NEPA
14 AND EIS PROCESS.

15 I WOULD LIKE TO TAKE JUST A FEW MINUTES
16 TONIGHT TO DISCUSS THE EIS PROCESS THAT WE ARE GOING
17 TO BE UNDERTAKING FOR THE PROPOSED
18 QUONSET-DAVISVILLE PORT DEVELOPMENT PROJECT.

19 FIRST OFF, WHAT IS AN ENVIRONMENTAL
20 IMPACT STATEMENT?

21 SHOWN HERE IS THAT PORTION OF THE
22 NATIONAL ENVIRONMENTAL POLICY ACT, AS JOANNE
23 MENTIONED, WE MOST COMMONLY REFER TO IT AS NEPA,
24 WHICH PROVIDES THE BASIS FOR FEDERAL AGENCIES TO

IT NOTES THE REQUIREMENT FOR FEDERAL AGENCIES TO PREPARE STATEMENTS FOR MAJOR FEDERAL ACTIONS THAT SIGNIFICANTLY AFFECT THE HUMAN ENVIRONMENT, AND THAT THE STATEMENTS SHALL IDENTIFY, ANALYZE AND DOCUMENT THE EFFECTS AND ISSUES ASSOCIATED WITH THE PROPOSED ACTION, AS WELL AS REASONABLE ALTERNATIVES.

9 THEREFORE, AN EIS IDENTIFIES AND
10 EVALUATES POTENTIAL ENVIRONMENTAL IMPACTS AND
11 ENSURES THAT THE PUBLIC AND AGENCIES ARE INVOLVED IN
12 THE PROCESS BEFORE ANY DECISIONS ARE MADE.

13 SHOWN HERE ARE THE SPECIFIC ELEMENTS OF
14 THE NEPA, OR EIS, PROCESS. FIRST OFF, NEPA IS
15 A -- IS A DECISION-MAKING TOOL. IT PROVIDES FULL
16 DISCLOSURE. IT INVOLVES THE PUBLIC FROM BEGINNING
17 TO END THROUGHOUT THE PROCESS. IT INTEGRATES ALL
18 ENVIRONMENTAL REQUIREMENTS, AND I'LL GET BACK TO
19 THIS BULLET IN JUST A SECOND. IT DOCUMENTS THE
20 EXISTING CONDITIONS, ENVIRONMENTAL, SOCIOECONOMIC.
21 IT EVALUATES ALL REASONABLE AND PRACTICABLE
22 ALTERNATIVES. IT DOCUMENTS AND ANALYZES IMPACTS,
23 AND IT IDENTIFIES A PREFERRED COURSE OF ACTION.

24 ON THE BULLET REGARDING THE INTEGRATION

1 OF ALL ENVIRONMENTAL REQUIREMENTS, THIS MEANS THAT
2 THE REQUIREMENTS OF OTHER ENVIRONMENTAL AND
3 APPLICABLE LAWS AND REGULATIONS ARE ALSO INCLUDED IN
4 THE EIS'S.

5 FOR EXAMPLE, THE REQUIREMENTS OF THE
6 ENDANGERED SPECIES ACT AND THE NATIONAL HISTORIC
7 PRESERVATION ACT MUST BE EVALUATED IN THE DOCUMENT.

8 SO, WHAT DOES THIS ALL-ENCOMPASSING
9 DOCUMENT LOOK LIKE? SHOWN ON THIS SLIDE IS A
10 STANDARD OUTLINE FOR AN EIS.

11 AS YOU CAN SEE, THE DOCUMENT, IN
12 ESSENCE, TELLS THE STORY OF WHY THE PROJECT IS BEING
13 PROPOSED. THERE IS A DESCRIPTION OF THE PROJECT,
14 ITS PURPOSE AND NEED, ALTERNATIVES, A DESCRIPTION OF
15 THE AFFECTED ENVIRONMENT, THEN THE OUTLAY OF IMPACTS
16 TO ENVIRONMENTAL AND SOCIOECONOMIC RESOURCES.
17 EXTENSIVE DATA AND ANALYSES ARE USUALLY INCLUDED IN
18 APPENDICES TO THE DOCUMENT.

19 ALTERNATIVES. THE ALTERNATIVES SECTION
20 OF AN EIS HAS BEEN TERMED "THE HEART OF AN EIS."
21 THIS CHAPTER EVALUATES ALL REASONABLE ALTERNATIVES,
22 AS WELL AS THOSE ALTERNATIVES ELIMINATED FROM
23 DETAILED STUDY, AND AS REQUIRED UNDER NEPA, THE NO
24 ACTION ALTERNATIVE. AT THIS POINT, EARLY IN THE

1 PROCESS, WE FORESEE THAT THE FOLLOWING ALTERNATIVES
2 WILL BE INCLUDED IN THE EIS: AGAIN, THE NO ACTION
3 ALTERNATIVE; ALTERNATIVE PORT LOCATIONS WITHIN THE
4 NORTHEAST REGION; ALTERNATIVE PORT OPTIONS ALONG THE
5 QUONSET-DAVISVILLE WATERFRONT; AND OTHERS TO BE
6 DETERMINED DURING THIS SCOPING PROCESS.

7 FINALLY, SHOWN HERE ARE FIVE MAJOR
8 MILESTONES IN THE DEVELOPMENT OF AN EIS.

9 AS JOANNE BARRY MENTIONED, THIS MEETING
10 TONIGHT KICKS OFF THE SCOPING PROCESS. IT HELPS US
11 TO DETERMINE THE RANGE OF ISSUES THAT NEED TO BE
12 EVALUATED IN THE EIS. I WOULD ALSO LIKE TO POINT
13 OUT AGAIN THAT ALTHOUGH WE ARE ASKING FOR COMMENTS
14 OVER THE NEXT 30 DAYS, SCOPING DOES CONTINUE
15 THROUGHOUT THE DEVELOPMENT AND PREPARATION OF THE
16 EIS, AND WE WILL ACCEPT COMMENTS AT ANY TIME.

17 AFTER THE TECHNICAL ANALYSES AND
18 ALTERNATIVE EVALUATIONS ARE COMPLETED, A DRAFT EIS
19 IS RELEASED FOR PUBLIC REVIEW AND COMMENT. THE
20 AVAILABILITY OF THE DOCUMENT IS PUBLISHED IN THE
21 FEDERAL REGISTER, AS WELL AS IN PUBLIC NOTICES AND
22 NEWS RELEASES. THERE IS A 45-DAY REVIEW PERIOD.
23 WITHIN THE 45-DAY REVIEW PERIOD, A PUBLIC MEETING OR
24 MEETINGS ARE HELD TO HEAR COMMENTS ON THE DOCUMENT.

1 A FINAL EIS IS THEN PREPARED, WHICH
2 TAKES INTO CONSIDERATION ALL COMMENTS RECEIVED
3 DURING THE PUBLIC REVIEW. THE FINAL EIS IS RELEASED
4 FOR A 30-DAY COMMENT PERIOD. AT THE CONCLUSION OF
5 THAT TIME FRAME, A RECORD OF DECISION IS PREPARED
6 WHICH OUTLAYS THE FINDINGS AND CONCLUSIONS OF THE
7 EIS AND CORPS' DECISION ON THE PERMIT.

8 I -- THIS SLIDE IS PROBABLY A LITTLE
9 DIFFICULT TO SEE, BUT WE DO HAVE COPIES OF IT AS
10 HANDOUTS THAT ARE AVAILABLE AT THE REGISTRATION
11 DESK, IF YOU WOULD LIKE TO PICK ONE UP. BUT SHOWN
12 HERE ON THIS SLIDE IS A SCHEMATIC OF THE TIME LINE
13 THAT WILL TAKE PLACE FOR THIS EIS, OUTLINING THE
14 INTEGRATION OF THE PERMITTING PROCESS WITH THE NEPA
15 PROCESS.

16 AN EIS TYPICALLY TAKES TWO TO THREE
17 YEARS TO COMPLETE. AT THIS TIME, WE ARE
18 ANTICIPATING THAT A DRAFT EIS WILL BE AVAILABLE TO
19 THE PUBLIC IN THE SUMMER OF 2004.

20 THAT CONCLUDES MY REMARKS FOR THIS
21 EVENING. I WOULD LIKE TO FINISH WITH THIS
22 STATEMENT, AND THE STEPS BUILT INTO THE NEPA AND EIS
23 PROCESS DOES ALLOW FOR THE PUBLIC TO BE INVOLVED AND
24 INFORMED THROUGHOUT THE PROCESS, AND WE WILL ENSURE

1 YOU THAT YOU WILL BE FULLY INFORMED AS WE UNDERGO
2 PREPARATION OF THIS EIS.

3 THANK YOU, AND I'LL TURN THE MEETING
4 BACK OVER TO LARRY.

5 MODERATOR ROSENBERG: THANK YOU, SUE.

6 LADIES AND GENTLEMEN, IT IS CRUCIAL TO
7 THIS PUBLIC PROCESS THAT YOUR VOICE IS HEARD, AND
8 WE'RE HERE TO LISTEN. WE ARE HERE TO LISTEN TO YOUR
9 COMMENTS, TO UNDERSTAND YOUR CONCERNS, AND TO
10 PROVIDE YOU AN OPPORTUNITY TO PUT YOUR THOUGHTS ON
11 THE RECORD SHOULD YOU CARE TO DO SO.

12 YOU SHOULD BE AWARE THAT SUBSEQUENT TO
13 ANY DECISIONS MADE BY THE UNITED STATES ARMY CORPS
14 OF ENGINEERS, WE CONDUCT A BROAD-BASED PUBLIC
15 INTEREST REVIEW. AS A DIRECT RESULT OF OUR DECISION
16 TO REQUIRE AN ENVIRONMENTAL IMPACT STATEMENT, THIS
17 SCOPING IS PART OF THAT REVIEW.

18 ALL FACTORS AFFECTING THE PUBLIC WILL BE
19 INCLUDED IN THE EIS AND IN OUR EVALUATION. YOUR
20 COMMENTS WILL HELP DEFINE THE SCOPE OF THE EIS.

21 FURTHERMORE, IN ORDER TO MAKE ANY
22 DECISIONS REGARDING THE PERMIT APPLICATION, WE, THE
23 ARMY CORPS OF ENGINEERS, NEED TO HAVE YOU INVOLVE
24 YOURSELF IN THIS ENVIRONMENTAL REVIEW, NOT JUST

1 TONIGHT, BUT AS I SAID EARLIER, THROUGHOUT THIS
2 ENTIRE PROCESS.

3 THIS SCOPING TONIGHT WILL BE CONDUCTED
4 IN A MANNER THAT ALL WHO DESIRE TO EXPRESS THEIR
5 VIEWS WILL BE GIVEN AN OPPORTUNITY TO SPEAK. TO
6 PRESERVE THE RIGHT OF ALL TO EXPRESS THEIR VIEWS, I
7 ASK THAT THERE BE NO INTERRUPTIONS.

8 WHEN YOU CAME IN, COPIES OF THE PUBLIC
9 NOTICE AND THE PROCEDURES TO BE FOLLOWED AT THIS
10 MEETING WERE AVAILABLE. IF YOU DID NOT RECEIVE
11 THESE, THOSE ARE AVAILABLE OUTSIDE THE DOOR NEAR THE
12 REGISTRATION DESK. NOW, I WILL NOT READ EITHER THE
13 PROCEDURES OR THE PUBLIC NOTICE, BUT THEY WILL BE
14 ENTERED INTO THE RECORD.

15 A TRANSCRIPT OF THIS MEETING IS BEING
16 PREPARED, AND THE RECORD WILL REMAIN OPEN THROUGHOUT
17 THE ENTIRE PREPARATION OF THE ENVIRONMENTAL IMPACT
18 STATEMENT. ALL COMMENTS RECEIVE EQUAL
19 CONSIDERATION. ANYONE WHO CANNOT ATTEND, BUT WISHES
20 TO SEND WRITTEN COMMENTS, SHOULD FORWARD THOSE
21 COMMENTS TO GREG PENTA, OUR PROJECT MANAGER FOR THIS
22 PERMIT. WRITTEN AND ORAL COMMENTS WILL BE GIVEN
23 EQUAL WEIGHT.

24 LASTLY, I'D LIKE TO EMPHASIZE AGAIN THAT

1 THE CORPS OF ENGINEERS HAS MADE NO DECISION WITH
2 REGARD TO THIS PERMIT. IT IS OUR RESPONSIBILITY TO
3 EVALUATE BOTH THE ENVIRONMENTAL AND SOCIOECONOMIC
4 IMPACTS PRIOR TO ANY DECISION. AND IN ORDER TO
5 ACCOMPLISH THAT, WE NEED YOU.

6 I WILL NOW DISPENSE WITH THE READING OF
7 THE PUBLIC NOTICE OF THIS SCOPING AND HAVE IT
8 ENTERED INTO THE RECORD, PLEASE.

9

10 * * *

11

12 PUBLIC NOTICE

13

14 US ARMY CORPS OF ENGINEERS DATE: APRIL 30, 2002
15 NEW ENGLAND DISTRICT FILE NUMBER: 199403118
16 696 VIRGINIA ROAD IN REPLY REFER TO:
17 CONCORD, MA 01742-2751 GREG PENTA
18 OR BY E-MAIL: GREGORY.R.PENTA@USACE.ARMY.MIL

19

20 PUBLIC SCOPING MEETINGS ON THE PROPOSED
21 QUONSET/DAVISVILLE PORT AND COMMERCE PARK
22 ENVIRONMENTAL IMPACT STATEMENT (EIS)

23

24 THE NEW ENGLAND DISTRICT, CORPS OF

1 ENGINEERS, WILL HOLD PUBLIC SCOPING MEETINGS IN
2 PROVIDENCE ON JUNE 4, 2002, AND IN NORTH KINGSTOWN
3 ON JUNE 6, 2002, ON THE PREPARATION OF AN EIS. THE
4 CORPS HAS DETERMINED THAT AN EIS IS REQUIRED IN
5 RESPONSE TO AN APPLICATION FROM THE STATE OF RHODE
6 ISLAND, OFFICE OF THE GOVERNOR, FOR A CORPS OF
7 ENGINEERS PERMIT UNDER SECTION 10 OF THE RIVERS AND
8 HARBORS ACT OF 1899 AND SECTION 404 OF THE CLEAN
9 WATER ACT.

10 THE APPLICATION IS TO DREDGE AND FILL
11 NAVIGABLE AND NON-NAVIGABLE WATERS OF THE UNITED
12 STATES AT QUONSET POINT IN NARRAGANSETT BAY, RHODE
13 ISLAND. THE APPLICANT'S STATED PURPOSE IS TO
14 DEVELOP A COMPACT, AUTOMATED CONTAINER FACILITY TO
15 HANDLE FROM 250,000 TO 1,200,000 CONTAINERS PER
16 YEAR. THE PROJECT PROPOSES TO DREDGE UP TO
17 6.3 MILLION CUBIC YARDS OF MATERIAL FROM THE QUONSET
18 AND DAVISVILLE CHANNELS TO A DEPTH OF 52 FEET,
19 PROVIDE 4,000 LINEAR FEET OF MARGINAL WHARF FOR
20 CONTAINER SHIP DOCKAGE AND FILL UP TO 115 ACRES OF
21 NARRAGANSETT BAY TO PROVIDE A 200 ACRE LAY-DOWN AREA
22 FOR CONTAINER PROCESSING.

23 THE U.S. NAVY DEVELOPED THE NAVAL AIR
24 STATION AT QUONSET POINT AND THE CONSTRUCTION

1 BATTALION CENTER AT DAVISVILLE WITH THE ONSET OF
2 WORLD WAR II. THE NAVY IS STILL TRANSFERRING
3 PORTIONS OF THE 3,000-ACRE SITE TO THE RHODE ISLAND
4 PORT AUTHORITY AND ECONOMIC DEVELOPMENT CORPORATION.
5 THE APPLICANT HAS INDICATED THE FOOTPRINT OF THE
6 PROPOSED PORT MAY OCCUPY LESS THAN 200 ACRES.

7 THE APPLICANT STATES THAT INCREASED
8 CONTAINER TERMINAL CAPACITY WILL BE OF ASSISTANCE TO
9 EXPANDING NATIONAL TRADE INTERESTS, PARTICULARLY
10 CONSIDERING AN EXPANDING GLOBAL MARKET. THEY STATE
11 THAT CONTAINERIZED CARGO VOLUMES HAVE INCREASED BOTH
12 NATIONALLY AND REGIONALLY FOR OVER 20 YEARS, ARE
13 ANTICIPATED TO CONTINUE TO GROW AT STEADY RATES, AND
14 THE DEMAND FOR MORE CONTAINER HANDLING TERMINALS IN
15 THE NEW ENGLAND REGION IS EVIDENT. QUONSET
16 DAVISVILLE BENEFITS FROM EXISTING AIRPORT, RAILWAY,
17 AND HIGHWAY INFRASTRUCTURE.

18 THE EXISTING CHANNELS AND BASINS WERE
19 LAST DREDGED IN THE 1960S. THE ORIGINAL DEPTHS WERE
20 FROM 35 TO 40 FEET. THE APPLICANT HAS NOT
21 IDENTIFIED A DISPOSAL SITE. DEEPER CHANNELS HAVE
22 THE POTENTIAL TO CHANGE CIRCULATION PATTERNS,
23 SALINITY GRADIENTS, DISSOLVED OXYGEN LEVELS AND
24 CONSEQUENTLY AFFECT MARINE ECOLOGY WITHIN

1 NARRAGANSETT BAY. STUDIES SUCH AS EXTENSIVE
2 HYDRODYNAMIC MODELING WILL BE CONDUCTED TO EVALUATE
3 IMPACTS. THE PROPOSED FILLING OF BETWEEN 100 TO 115
4 ACRES OF OCEAN WATERS, NEEDED TO ACCOMMODATE PORT
5 OPERATIONS AND CONTAINER STORAGE, IS UNPRECEDENTED
6 IN THE CORPS NEW ENGLAND DISTRICT'S PERMITTING
7 HISTORY.

8 THE EIS WILL ANALYZE IN DEPTH THE
9 FOLLOWING SIGNIFICANT ISSUES AND IMPACTS ASSOCIATED
10 WITH THE CONSTRUCTION AND OPERATION OF THE PORT:
11 RECREATIONAL AND COMMERCIAL BOATING AND FISHING
12 ACTIVITIES, ENDANGERED MARINE MAMMALS AND REPTILES,
13 AQUATIC AND BENTHIC HABITAT DESTRUCTION AND
14 ALTERATION, CIRCULATION PATTERNS, INVASIVE SPECIES,
15 ECONOMICS AND JOB CREATION. ALTERNATIVES TO BE
16 ADDRESSED IN THE EIS WILL INCLUDE THE NO ACTION
17 ALTERNATIVE, ALTERNATIVE PORT LOCATIONS WITHIN A
18 NORTH AMERICAN REGION TO BE DETERMINED DURING
19 SCOPING, AND ALTERNATIVE PORT OPTIONS ALONG THE
20 QUONSET DAVISVILLE WATERFRONT. THE CORPS
21 ANTICIPATES THE DRAFT EIS WILL BE AVAILABLE FOR
22 PUBLIC REVIEW IN THE SUMMER OF 2003.

23 SCOPING IS THE PROCESS FOR DETERMINING
24 THE SCOPE OF ISSUES (RANGE OF ACTIONS, ALTERNATIVES

1 AND IMPACTS) TO BE ADDRESSED AND FOR IDENTIFYING
2 SIGNIFICANT ISSUES THAT WOULD BE ANALYZED IN DEPTH
3 IN THE EIS. PUBLIC CONCERNS ON ISSUES, STUDIES
4 NEEDED, ALTERNATIVES TO BE EXAMINED, PROCEDURES AND
5 OTHER RELATED MATTERS WILL BE ADDRESSED DURING
6 SCOPING. THE CORPS WILL CONDUCT AN OPEN SCOPING AND
7 PUBLIC INVOLVEMENT PROCESS DURING THE DEVELOPMENT OF
8 THE EIS. THE PURPOSE OF THE SCOPING MEETINGS IS TO
9 ASSIST THE CORPS IN DEFINING THE ISSUES THAT WILL BE
10 EVALUATED IN THE EIS. ALL INTERESTED FEDERAL, STATE
11 AND LOCAL AGENCIES, AFFECTED INDIAN TRIBES,
12 INTERESTED PRIVATE AND PUBLIC ORGANIZATIONS, AND
13 INDIVIDUALS ARE INVITED TO ATTEND THESE SCOPING
14 MEETINGS.

15 SCOPING MEETINGS ARE SCHEDULED AS
16 FOLLOWS AND THE DIRECTIONS ARE ENCLOSED TO THIS
17 PUBLIC NOTICE:

18 DATE: TUESDAY, JUNE 4, 2002

19 LOCATION: RHODE ISLAND COLLEGE, 600 MOUNT

20 PLEASANT AVENUE, PROVIDENCE, RHODE ISLAND

21 ROOM NAME: CLARKE SCIENCE BUILDING, ROOM 125.

22 TIME: REGISTRATION AT NOON. MEETING BEGINS AT
23 1:00 P.M.

24

1 DATE: THURSDAY, JUNE 6, 2002
2 LOCATION: NORTH KINGSTOWN HIGH SCHOOL,
3 150 FAIRWAY DRIVE, NORTH KINGSTOWN, RHODE ISLAND
4 ROOM NAME: AUDITORIUM
5 TIME: REGISTRATION BEGINS AT 6:00 P.M. MEETING
6 BEGINS AT 7:00 P.M.

7
8 INDIVIDUALS DECIDING NOT TO PROVIDE
9 EITHER ORAL OR WRITTEN COMMENTS DURING THE PUBLIC
10 SCOPING MEETINGS MAY PROVIDE THEIR COMMENTS TO THE
11 CORPS IN WRITING. SCOPING WILL CONTINUE THROUGHOUT
12 THE PREPARATION OF THE EIS, HOWEVER WE WOULD
13 APPRECIATE ANY WRITTEN COMMENTS WITHIN THIRTY (30)
14 DAYS OF THE PUBLIC SCOPING MEETINGS.

15 QUESTIONS ABOUT THE PROPOSED ACTION AND
16 DRAFT EIS CAN BE ANSWERED BY MR. GREG PENTA,
17 REGULATORY DIVISION, AT (978) 318-8862. MAILING
18 INFORMATION IS PROVIDED AT THE TOP OF THE PREVIOUS
19 PAGE.

20 JOANNE M. BARRY
21 CHIEF, POLICY, ANALYSIS AND TECHNICAL
22 SUPPORT BRANCH
23 REGULATORY DIVISION

24 * * *

1 MODERATOR ROSENBERG: A TRANSCRIPT OF
2 THIS SCOPING SESSION WILL BE MADE TO ASSURE A
3 DETAILED REVIEW OF ALL THE COMMENTS. A COPY OF THAT
4 TRANSCRIPT WILL BE MADE AVAILABLE TO YOU AT OUR
5 CONCORD, MASSACHUSETTS HEADQUARTERS FOR YOUR REVIEW,
6 OR IT WILL BE ON OUR WEBSITE FOR YOUR USE. THESE
7 CARDS ARE AVAILABLE OUTSIDE. IT HAS OUR WEBSITE
8 ADDRESS. FOLLOW THE LINKS. YOU CAN DOWNLOAD THE
9 TRANSCRIPT; OR YOU MAY MAKE ARRANGEMENTS WITH THE
10 STENOGRAPHER FOR A COPY AT YOUR OWN EXPENSE.

11 WHEN MAKING A STATEMENT, PLEASE COME
12 FORWARD TO EITHER ONE OF THE MICROPHONES ON EITHER
13 SIDE OF THE ROOM. AS THERE ARE QUITE MANY -- QUITE
14 A LOT OF YOU THAT WISH TO SPEAK TONIGHT, WE WILL BE
15 PROVIDING THREE MINUTES FOR OPEN TESTIMONY AT THE
16 MICROPHONE. NO MORE. PLEASE, NO MORE.

17 AS A REMINDER, A STENOGRAPHER IS ALSO
18 AVAILABLE JUST OUTSIDE THAT DOOR TO THE LEFT.
19 SHOULD YOU WISH TO DICTATE A STATEMENT FOR THE
20 RECORD, RATHER THAN MAKING THE FORMAL THREE-MINUTE
21 PRESENTATION. THERE ARE NO TIME LIMITS ON THOSE
22 INDIVIDUAL STATEMENTS.

23 NOW, THERE IS A TRAFFIC SIGNAL IN FRONT
24 OF ME FOR THOSE THAT CAN SEE IT SO THAT WHEN YOU GET

1 TO THE MIC, I GUARANTEE YOU WILL SEE IT. THE GREEN
2 LIGHT WILL COME ON; AND WHEN IT DOES, IT INDICATES
3 THAT THERE ARE TWO MINUTES LEFT. THE AMBER LIGHT
4 WILL INDICATE ONE MINUTE, AND THE RED LIGHT WILL
5 INDICATE THAT YOUR TIME HAS EXPIRED.

6 PLEASE IDENTIFY IF YOU'RE SPEAKING FOR
7 OR REPRESENTING THE POSITION OF AN ORGANIZATION. IF
8 YOU'RE SPEAKING FOR YOURSELF AS AN INDIVIDUAL,
9 PLEASE SAY SO.

10 I WANT TO EMPHASIZE AGAIN THAT ALL WHO
11 WISH TO SPEAK WILL HAVE AN OPPORTUNITY TO DO SO.

12 WE WILL NOW BEGIN RECEIVING YOUR
13 COMMENTS ACCORDING TO OUR PROTOCOL.

14 OUR FIRST INDIVIDUAL TO PROVIDE COMMENT
15 THIS EVENING FOR THE RECORD IS MR. JONATHAN STEVENS,
16 REPRESENTING -- REPRESENTING SENATOR LINCOLN CHAFEE.

17 SIR.

18 JONATHAN STEVENS: THANK YOU, LARRY.

19 SPEAKING FOR SENATOR CHAFEE, I WOULD
20 LIKE TO READ THIS -- HIS COMMENTS INTO THE RECORD.

21 THERE IS NO QUESTION THAT QUONSET POINT,
22 THE FORMER NAVAL AIR STATION AND PRESENT
23 STATE-MANAGED INDUSTRIAL PARK, IS VERY IMPORTANT TO
24 RHODE ISLAND'S ECONOMIC FUTURE. OUR GENERATION

1 SHOULD PROVIDE THE MOST CAREFUL PLANNING FOR THE
2 BEST POSSIBLE USE AT QUONSET - IN ORDER TO GENERATE
3 THE BEST JOBS, FIT WITHIN OUR TRANSPORTATION SYSTEM
4 CAPACITY, TO ENHANCE OUR TOURISM INDUSTRY, TO
5 PROTECT THE QUALITY OF LIFE IN THE SURROUNDING
6 NEIGHBORHOODS, AND TO MINIMIZE THE ENVIRONMENTAL
7 IMPACTS ON NARRAGANSETT BAY.

8 I DO APPLAUD GOVERNOR ALMOND FOR HIS
9 TIRELESS ADVOCACY FOR ECONOMIC DEVELOPMENT
10 OPPORTUNITIES FOR THE STATE. EVEN PRIOR TO ASSUMING
11 THE GOVERNORSHIP, HE PASSIONATELY PURSUED ECONOMIC
12 IMPROVEMENTS FOR RHODE ISLANDERS, PARTICULARLY IN
13 THE NORTHERN PART OF OUR STATE. HOWEVER, I AM
14 OPPOSED TO THIS CONTAINER PORT PROPOSAL.

15 (APPLAUSE.)

16 JONATHAN STEVENS: IN THIS CASE, WE HAVE
17 A DIFFERENCE OF OPINION ON HOW BEST TO PROFIT FROM
18 THE OPPORTUNITY THE QUONSET POINT SITE OFFERS.

19 OUR GENERATION HAS A RESPONSIBILITY TO
20 DO OUR BEST TO RESTORE THE HEALTH OF NARRAGANSETT
21 BAY. IT IS THE JEWEL OF RHODE ISLAND. ALL
22 SIGNIFICANT ECONOMIC DEVELOPMENT PROJECTS NEED TO
23 MEET THE HIGHEST STANDARD IN PROTECTING THE BAY'S
24 ECOLOGY.

1 THANK YOU.

2 MODERATOR ROSENBERG: THANK YOU, SIR.

3 (APPLAUSE.)

4 MODERATOR ROSENBERG: JUST A REMINDER,
5 PLEASE, NO INTERRUPTIONS.

6 THANK YOU.

7 OUR NEXT SPEAKER IS SUZANNE WHITE,
8 REPRESENTING GOVERNOR ALMOND.

9 SUZANNE WHITE: SCOPING IS INSTRUMENTAL
10 TO THE FUTURE OF THE EXISTING FACILITIES AND
11 BUSINESSES AT QUONSET-DAVISVILLE PORT AND COMMERCE
12 PARK. SOME HERE TONIGHT ARE NOT SURE WHY THE STATE
13 IS PURSUING IMPROVEMENTS TO THE PARK AND WHAT THOSE
14 IMPROVEMENTS ARE.

15 MAKE NO MISTAKE ABOUT IT, THE PURPOSE OF
16 THE APPLICATION BEFORE THE ARMY CORPS OF ENGINEERS
17 FROM THE STATE OF RHODE ISLAND IS TO BUILD A COMPACT
18 CONTAINER TERMINAL ON THE CAMPUS OF
19 QUONSET-DAVISVILLE PORT AND COMMERCE PARK, THAT
20 UTILIZES 200 ACRES OF LAND, 4,000 FEET OF BERTH, AND
21 LESS THAN 100 ACRES OF FILL.

22 THIS IS THE PREFERRED ALTERNATIVE FOR
23 THE ADMINISTRATION. HOWEVER, GOVERNOR ALMOND HAS
24 ASKED THE ARMY CORPS OF ENGINEERS, AS A FAIR AND

1 IMPARTIAL AGENCY, TO PERFORM DUE DILIGENCE AND
2 DETERMINE THE BEST POSSIBLE USES FOR THE
3 UNDERUTILIZED WATERFRONT AT QUONSET-DAVISVILLE.

4 THE GOVERNOR HAS CONSISTENTLY REALIZED
5 THE NEED TO DEVELOP QUONSET-DAVISVILLE INTO A
6 WORLD-CLASS PORT THAT WILL PROVIDE ECONOMIC
7 PROSPERITY FOR RHODE ISLAND FOR GENERATIONS TO COME.

8 TODAY, SOME MEMBERS OF THE PUBLIC WILL
9 TELL YOU THAT A COMPACT CONTAINER TERMINAL IS NOT A
10 LIKELY ALTERNATIVE FOR QUONSET-DAVISVILLE, WILL
11 DESTROY THE QUALITY OF LIFE IN THE COMMUNITY OF
12 NORTH KINGSTOWN, AND LEAVE THE TAXPAYERS OF RHODE
13 ISLAND WITH A HUGE TAX BURDEN THAT DOES NOT GENERATE
14 AN ECONOMIC BENEFIT FOR THE STATE.

15 UNFORTUNATELY, THOSE INDIVIDUALS DO NOT
16 UNDERSTAND HOW THE ENVIRONMENTAL IMPACT STATEMENT
17 PROCESS WORKS.

18 THEY DO NOT UNDERSTAND THAT THE FUTURE
19 OF OUR TREASURED NARRAGANSETT BAY, THE EXISTING
20 BUSINESSES AND PORT AT QUONSET, THE COMMUNITY OF
21 NORTH KINGSTOWN, AND THE ECONOMIC FUTURE OF RHODE
22 ISLAND IS AT STAKE, IF THIS PROCESS CONTINUES TO BE
23 IMPEDED BY MESSAGES GENERATED TO SCARE CITIZENS INTO
24 THINKING A COMPACT CONTAINER PORT WILL DESTROY THE

1 QUALITY OF LIFE IN RHODE ISLAND.

2 GOVERNOR ALMOND AND HIS ADMINISTRATION
3 ACKNOWLEDGED THAT WE NEED TO REALIZE ALL OF THE
4 PARK'S POTENTIAL, AND HE'S NOT ALONE. FOR THE
5 SECOND YEAR, THE RHODE ISLAND GENERAL ASSEMBLY HAS
6 ALLOTTED OF MONEY IN THE 2003 BUDGET FOR THIS EIS
7 PROCESS TO CONTINUE. THOSE LEGISLATORS REPRESENT
8 ALL OF OUR COMMUNITIES, WHO ARE COMMITTED TO
9 SECURING THE ECONOMIC FUTURE OF OUR STATE.

10 A COMPACT CONTAINER TERMINAL AT
11 QUONSET-DAVISVILLE WILL PROVIDE A GATEWAY FOR GOODS
12 AND SERVICES WITHIN OUR STATE. BUT MORE
13 IMPORTANTLY, THIS GATEWAY WILL PROVIDE JOBS THAT ARE
14 WORK TOWARDS -- OUR WORK FORCE NEEDS TO GENERATE
15 LIVABLE INCOME.

16 IT'S THE RESPONSIBILITIES OF OUR LEADERS
17 TO HELP TO SOLVE OUR PROBLEM. IT BRIDGES THE GAP
18 BETWEEN THE LOW AND UPPER CLASS. A COMPACT
19 CONTAINER TERMINAL DOES SUCH A THING. IT WOULD
20 PROVIDE FULL-TIME EMPLOYMENT OPPORTUNITIES FOR SEVEN
21 TO 10,000 RHODE ISLAND RESIDENTS BETWEEN -- FOR
22 DIRECT AND INDIRECT JOBS. THESE JOBS WOULD RANGE
23 FROM SKILLED LABOR, TECHNICAL SUPPORT, CONSTRUCTION
24 AND PORT EMPLOYEES. THESE JOBS WOULD PROVIDE

1 INCOMES RANGING FROM \$30,000 AND ABOVE ANNUALLY.

2 WE CANNOT LET THIS OPPORTUNITY PASS US
3 BY. NOW IS THE TIME TO ANSWER DEFINITELY THE
4 QUESTIONS OF THE APPROPRIATE SCALE AND SCOPE OF
5 IMPROVEMENTS AT QUONSET-DAVISVILLE, AND TO TAKE
6 ADVANTAGE OF THIS GREAT ASSET FOR RHODE ISLAND.

7 THANK YOU.

8 MODERATOR ROSENBERG: THANK YOU VERY
9 MUCH.

10 OUR NEXT SPEAKER, SENATOR JAMES SHEEHAN.

11 SENATOR JAMES SHEEHAN: THANK YOU.

12 I GUESS I'LL START BY SAYING, I IMAGINE
13 THE GOVERNOR THINKS SO LITTLE OF THIS PROCESS THAT
14 HE COULDN'T BE HERE TONIGHT.

15 (LAUGHTER.)

16 SENATOR JAMES SHEEHAN: FOR THE RECORD,
17 I OPPOSE THE PERMITTING OF A LARGE MEGACONTAINER
18 PORT. I THINK ON AN ECONOMIC LEVEL, IT MAKES NO
19 SENSE, GIVEN THE LEVEL OF COMPETITION WITH THE PORT
20 OF NEW JERSEY, NEW YORK AND BOSTON, AND WE'RE IN THE
21 MIDDLE. IT REQUIRES A LOT OF PUBLIC SUBSIDIES, AND
22 THERE ARE A LOT OF WEAKNESSES IN THE PORT'S STUDY.
23 THESE ARE THINGS THAT THE CORPS HAS TO TAKE A HARD
24 LOOK AT.

1 REMEMBER WHAT RONALD REAGAN SAID. HE
2 SAID, TRUST, BUT VERIFY.

3 THE ENVIRONMENT. I THINK THE
4 ENVIRONMENT HERE IN RHODE ISLAND WILL BE HEAVILY
5 IMPACTED BY THIS PROJECT. THE DREDGING ALONE WILL
6 HURT, IF NOT DESTROY, MAJOR JOBS IN OUR FISHING
7 INDUSTRY, OUR TOURISM INDUSTRY. THE AIR AND WATER
8 POLLUTION OF TRUCKS AND THE MANY SHIPS, I THINK WILL
9 WREAK HAVOC UPON THE QUALITY OF LIFE HERE IN RHODE
10 ISLAND.

11 AND IF YOU TAKE PUBLIC INPUT INTO
12 ACCOUNT, THERE IS A FULL ONE-THIRD OF THE STATE OF
13 RHODE ISLAND OFFICIALLY OPPOSED TO THIS CONTAINER
14 PORT. AND, YES, THE GOVERNOR NOT IS NOT ALONE IN
15 SUPPORT OF GOING FORWARD WITH THE PORT. I THINK HE
16 HAS HIS STAFF BEHIND HIM.

17 THIS WILL BE A TERRIBLE WASTE OF
18 TAXPAYER DOLLARS. I THINK THE NO-BUILD SCENARIO IS
19 EXTRAORDINARILY PREFERABLE. EVEN THE EDC'S OWN
20 CONSULTANT ADMITS, AND YOU WILL HAVE TO SEE THE
21 RECORD OF THIS, AND I WILL SEND YOU THE OFFICIAL
22 DOCUMENTATION, THAT THERE WILL BE THE SAME NUMBER OF
23 JOBS WITH THE PORT AS WITHOUT, EXCEPT THE JOBS
24 WITHOUT WILL BE BETTER.

1 NOW, WE ARE LOOKING INTO NO-BUILD
2 ALTERNATIVES. LET ME GIVE YOU SOME SUGGESTIONS.
3 MARINE BIOLOGY AND TECHNOLOGY, A NATURAL FIT HERE IN
4 RHODE ISLAND; BIOTECH, WE HAVE IN MASSACHUSETTS, A
5 LOT OF BIOTECH JOBS; SHIP BUILDING, LONG SINCE BEEN
6 RHODE ISLAND'S HERITAGE. WE EVEN HAVE SONESCO IN
7 QUONSET. A LOT OF OPPORTUNITY. MARINAS, THEY NEED
8 SPACE. WE CAN DO THAT HERE, TOO. HISTORICAL
9 PRESERVATION, WE HAVE THE SUGGESTION OF THE
10 SARATOGA. THAT'S THE -- A MUSEUM ON AN AIRCRAFT
11 CARRIER. RECREATION, OUR NUMBER ONE INDUSTRY, I
12 THINK, WILL BE HURT BY THIS, IN TERMS OF TOURISM.
13 ALONE, WE SPEND ABOUT -- WE BRING IN ABOUT \$3.2
14 BILLION, AND WE WERE RANKED IN THE TOP 12 OF
15 TOURISM'S DESTINATIONS.

16 LET ME CLOSE BY SAYING THAT THE COST
17 WILL BE A DAMAGE TO OUR ENVIRONMENT. WE WILL HAVE
18 TO PUT EVERY PUBLIC SUBSIDIES INTO THIS, AS WELL AS
19 OUR OTHER PROBLEMS THAT WE HAVE THAT THIS IS NOT THE
20 WAY TO GO. WE HAVE NO COMPELLING EVIDENCE THAT THIS
21 IS A GOOD INVESTMENT; AND FRANKLY, I THINK THIS WILL
22 BE A LOSE-LOSE SCENARIO; AND THE ONLY WAY FOR IT TO
23 SURVIVE WOULD BE IF WE WHITEWASH THIS PROJECT,
24 BECAUSE IT IS, IN FACT, DAMAGED GOODS.

1 WE ARE TRUSTING YOU WITH OUR LIVELIHOOD,
2 WITH OUR HEALTH, AND OUR QUALITY OF LIFE, AND I KNOW
3 YOU WON'T LET US DOWN.

4 THANK YOU.

5 MODERATOR ROSENBERG: THANK YOU, SIR.

6 (APPLAUSE.)

7 MODERATOR ROSENBERG: LADIES AND
8 GENTLEMEN, OUR NEXT SPEAKER IS SENATOR MIKE LENIHAN.

9 SENATOR MIKE LENIHAN: GOOD EVENING. MY
10 NAME IS MIKE LENIHAN. I'M A SENATOR FROM THE
11 22ND DISTRICT, WHICH INCLUDES NORTH KINGSTON, EAST
12 GREENWICH, EXETER AND WARWICK.

13 I WISH TONIGHT TO SPEAK OF THE PROCESS,
14 WHICH HAS GOTTEN US HERE TO THIS EVENING. THE
15 GOVERNMENTAL PROCESS HAS BEEN ONE FILLED WITH BITTER
16 DISAPPOINTMENT AND GROWING DISTRUST OF THE SYSTEM BY
17 NORTH KINGSTOWN RESIDENTS. THE PROCESS AND THE
18 SYSTEM HAVE BEEN ROADS PAVED WITH LIES FROM
19 OFFICIALS OF GOVERNMENT, HALF TRUTHS AND WELL-PAID
20 CONSULTANTS, AND INSULTS TO RESIDENTS.

21 I PLEAD WITH YOU TONIGHT TO END THIS
22 SHAMEFUL PAST BY CLOSELY EVALUATING THE DATA WHICH
23 WILL BE GIVEN TO YOU IN THE FUTURE, BY PROCEEDING
24 OBJECTIVELY AND FAIRLY, BY MAKING YOUR DECISION FREE

1 OF THE BASIC ELEMENTS OF SHORTSIGHTED POLITICAL
2 PRESSURE.

3 PLEASE THINK OF NARRAGANSETT BAY AS IF
4 IT WERE YOUR BAY, YOUR SOURCE OF FOOD, RECREATION
5 AND BEAUTY; YOUR NATIONAL TREASURE. HELP US TO
6 PRESERVE THAT WONDERFUL TREASURE. HELP US TO
7 RESTORE, REGENERATE AND REVIVE OUR FAITH IN
8 GOVERNMENT. PLEASE SHOW US BY YOUR ACTIONS THAT THE
9 EIS AND THE ARMY CORPS OF ENGINEERS WILL TREAT OUR
10 CONCERNS AND OUR ISSUES FAIRLY, HONESTLY AND
11 IMPARTIALLY, AND THAT YOU WILL GIVE AS MUCH
12 CONSIDERATION TO AN INDIVIDUAL CITIZEN OF NORTH
13 KINGSTOWN OR RHODE ISLAND AS YOU DO TO OUR PRESENT
14 SADLY MISGUIDED GOVERNOR AND HIS SPIN DOCTORS.

15 IN A SERIES OF SEEMINGLY ENDLESS
16 PREVIOUS HEARINGS TO TONIGHT, THE GOVERNOR AND HIS
17 CONSULTANTS HAVE PRESENTED INFORMATION. ONE OF
18 THOSE KEY PIECES OF INFORMATION WAS ALLUDED TO
19 EARLIER BY SENATOR SHEEHAN, AND THAT IS, QUITE
20 FRANKLY, THAT DEVELOPMENT OF QUONSET-DAVISVILLE
21 WITHOUT A PORT WILL GENERATE AS MANY JOBS AS
22 DEVELOPMENT WITH A PORT. I MENTION THAT, BECAUSE I
23 WOULD LIKE YOU, SPECIFICALLY, TO TREAT THE NO-BUILD
24 OPTION SERIOUSLY AS YOU MAKE YOUR CONSIDERATIONS,

1 NOT JUST SOMETHING YOU DO AS A PRO FORMA REQUIREMENT
2 IMPOSED UPON YOU BY THE LAW.

3 FINALLY, I THANK YOU ALL FOR LISTENING.

4 MODERATOR ROSENBERG: THANK YOU, SIR.

5 (APPLAUSE.)

6 MODERATOR ROSENBERG: OUR NEXT SPEAKER,
7 WILLIAM MURPHY, STATE REPRESENTATIVE.

8 REPRESENTATIVE WILLIAM MURPHY: THANK
9 YOU.

10 I'M WILLIAM MURPHY, REPRESENTATIVE FROM
11 DISTRICT 98, WHICH IS JAMESTOWN AND NEWPORT, TWO OF
12 THE COMMUNITIES OF WHICH ARE OPPOSED TO THE PORT
13 OPTION THAT IS BEING PROPOSED.

14 I AGREE WITH EVERYTHING THAT HAS BEEN
15 SAID UP TO THIS POINT BY SENATOR SHEEHAN AND SENATOR
16 LENIHAN, BUT WHAT I WOULD LIKE TO ADD IS THE AREA
17 THAT I WANTED YOU TO FOCUS ON. IT SEEMS THAT DURING
18 THIS PROCESS, THE TWO AREAS THAT ARE BEING LEFT TO
19 THE CORPS TO DO THE EVALUATION IS THE ALTERNATIVES
20 AND THE ECONOMIC FEASIBILITY.

21 THE REASON I SAY THAT IS THE PROPOSAL,
22 IT APPEARS THAT THE OPTIONS ARE BUILD A PORT OR DO
23 NOT BUILD A PORT. THERE ARE OTHER OPTIONS.

24 ONE THAT I HAVE BEEN TALKING ABOUT

1 PERSONALLY HAS BEEN A HOTEL/CONDOMINIUM/MARINA
2 COMPLEX, WHICH IS NOT TOO FAR FETCHED IF YOU THINK
3 ABOUT RHODE ISLAND. WE HAVE A BEAUTIFUL PIECE OF
4 OCEANFRONT PROPERTY. YOU HAVE THE AIRPORT BEHIND
5 IT. SO, IN MY OPINION, THAT IS A GOOD OPTION TO
6 LOOK AT. BUT I HAVE BEEN TOLD THAT IT WAS UP TO ME
7 TO GO OFF, DO THE RESEARCH, AND PROPOSE IT. SORRY,
8 I DON'T HAVE THE MONEY.

9 AS FAR AS THE ECONOMICS ARE CONCERNED,
10 THERE HAS NEVER BEEN AN ECONOMIC FEASIBILITY STUDY.
11 WHAT I AM BEING TOLD IS THAT WOULD BE YOU TO DO THE
12 ECONOMIC FEASIBILITY, OR TO LOOK AT THE ECONOMICS OF
13 THIS PORT PROPOSAL, AND TO SEE IF THE NUMBERS WORK.
14 I DON'T FEEL THAT THAT IS THE CORPS' RESPONSIBILITY.
15 I FEEL THAT THE AGENCY PROPOSING THE PORT, OR ASKING
16 FOR THE EIS, SHOULD DO ALL THE ECONOMICS, DO THE
17 ECONOMIC FEASIBILITY STUDY, AND CONVINCE YOU THAT
18 IT'S ECONOMICALLY FEASIBLE. I DON'T BELIEVE IT
19 SHOULD BE THE OTHER WAY AROUND.

20 BACK TO THE ALTERNATIVES, I UNDERSTAND
21 THAT YOU ARE RESPONSIBLE FOR LOOKING AT
22 ALTERNATIVES. THAT'S THE AREA I'M GOING TO ASK YOU
23 TO LOOK AT AND POSSIBLY GO BACK TO THE PROPOSED
24 AGENCY AND GET MORE PROPOSALS, OTHER THAN BUILD AND

1 NO BUILD.

2 WE DO HAVE A JEWEL OUT HERE. IT'S
3 CALLED NARRAGANSETT BAY. OUR BEST INCOME IS FROM
4 THE BAY, WHETHER IT BE TOURISM, FISHING, OR JUST
5 PLAIN SITTING AT YOUR HOUSE AND LOOKING AT IT. WE
6 HAVE PROBABLY, I CAN'T REMEMBER, 400 MILES OF
7 COASTLINE HERE. WE DO NOT WANT TO BE SPOILED.

8 AND I ALSO WANT TO THANK YOU FOR COMING
9 DOWN TO NORTH KINGSTOWN AND MAKING THIS VERY
10 ACCESSIBLE TO THE PEOPLE WHO ARE MOST CONCERNED.

11 AND THANK YOU VERY MUCH.

12 MODERATOR ROSENBERG: THANK YOU, SIR.

13 (APPLAUSE.)

14 MODERATOR ROSENBERG: THE NEXT SPEAKER
15 IS REPRESENTATIVE TONY PIRES.

16 REPRESENTATIVE SUE HENSELER: I'M STATE
17 REPRESENTATIVE HENSELER. REPRESENTATIVE PIRES ASKED
18 ME TO READ INTO THE RECORD HIS COMMENT. HE WAS
19 UNABLE TO STAY FOR THE REST OF THE MEETING.

20 I WANT TO THANK THE REPRESENTATIVES OF
21 THE ARMY CORPS OF ENGINEERS AND ALL THOSE WHO HAVE
22 TURNED OUT TO TAKE PART IN THIS PUBLIC HEARING
23 PROCESS REGARDING THE ENVIRONMENTAL IMPACT STATEMENT
24 FOR THE PROPOSED CONTAINER PORT HERE IN QUONSET.

1 AS THE FORMER CHAIRMAN OF THE HOUSE
2 FINANCE COMMITTEE, AS A LEGISLATOR AND AS A
3 CANDIDATE FOR GOVERNOR, I HAVE OPPOSED THE
4 CONSTRUCTION OF A PORT FACILITY AT QUONSET POINT.
5 SIMPLY PUT, I BELIEVE THE ENVIRONMENTAL AND ECONOMIC
6 COSTS OF THE PROPOSAL DO NOT WARRANT THE INVESTMENT
7 IN THE PROJECT. YOU WILL HEAR A GREAT DEAL TONIGHT
8 ABOUT THE NEGATIVE IMPACT THIS PROPOSAL WOULD HAVE
9 ON THE QUALITY OF LIFE, NOT ONLY IN NORTH KINGSTOWN,
10 BUT THE SURROUNDING COMMUNITIES. THE INCREASE IN
11 TRUCK AND TRAIN TRAFFIC, THE NECESSARY DREDGING AND
12 FILLING OF A SIGNIFICANT PORTION OF NARRAGANSETT
13 BAY, AND THE SECONDARY GROWTH IMPACTS ALL POSE MAJOR
14 THREATS TO THE AREA.

15 MY CONCERN WITH THIS PROCESS, AS IT HAS
16 BEEN FROM THE BEGINNING, IS THE FACT THAT WE ARE
17 BEING ASKED TO MAKE A PREMATURE ASSESSMENT OF A
18 VAGUELY-DEFINED PROPOSAL. AS WE ALL KNOW, THERE IS
19 GOING TO BE A NEW GOVERNOR IN JANUARY, AND HE
20 BELIEVES THAT IT IS GOING TO BE HIM. BUT IN THE
21 UNLIKELY EVENT SOMEONE ELSE IS ELECTED, THE FACT OF
22 THE MATTER IS THAT MOST OF THE CANDIDATES FOR
23 GOVERNOR OF THIS STATE HAVE POSED THEIR OPPOSITION
24 TO THE QUONSET POINT PROJECT. I WOULD URGE, OR I

1 ARGUE -- EXCUSE ME -- THAT THE PORT PROPOSAL AND ITS
2 ENTIRE PROCESS IS A POINTLESS EXERCISE AND A BLATANT
3 WASTE OF TAXPAYERS' DOLLARS.

4 WHEN HE IS GOVERNOR, HE WILL MOVE
5 FORWARD WITH A PLAN FOR QUONSET POINT THAT WILL MAKE
6 IT A MULTIUSE FACILITY. HE WILL INVEST IN THE
7 INFRASTRUCTURE IMPROVEMENTS HERE, WHICH CREATE JOBS
8 AND PROVIDE DIVERSE EMPLOYMENT OPPORTUNITIES IN OUR
9 STATE. HE WILL WORK TO -- REWORK OUR ECONOMIC
10 DEVELOPMENT POLICIES TO MAKE SURE THAT QUONSET POINT
11 IS DEVELOPED IN A MANNER, WHICH INCLUDES AN
12 EDUCATION COMPONENT AND MAKES USE OF A
13 NATIONAL -- OUR NATURAL ATTRIBUTES OF NARRAGANSETT
14 BAY.

15 THE TIME HAS COME FOR A NEW APPROACH AND
16 A NEW VISION FOR QUONSET. I URGE YOU TO MAKE THIS
17 HEARING THE FIRST STEP IN THE PROCESS BY REJECTING
18 THE STATE'S PERMIT APPLICATION AND SETTING US ON A
19 PATH TO A MORE SENSIBLE DEVELOPMENT STRATEGY.

20 THANK YOU VERY MUCH.

21 MODERATOR ROSENBERG: THANK YOU, MA'AM.

22 (APPLAUSE.)

23 MODERATOR ROSENBERG: THE NEXT SPEAKER,
24 REPRESENTATIVE SUE HENSELER.

1 REPRESENTATIVE SUE HENSELER: THAT'S ME.

2 (LAUGHTER.)

3 REPRESENTATIVE SUE HENSELER: THANK YOU.

4 I 'M SUE HENSELER, STATE REPRESENTATIVE
5 FROM DISTRICT 44, AND MY ENTIRE DISTRICT IS NORTH
6 KINGSTOWN.

7 I AM HERE ALSO TO ASK YOU TO REJECT THE
8 PERMIT. I THINK YOU NEED TO KNOW THAT AT LEAST 40
9 OF MY FELLOW COLLEAGUES FROM THE STATE LEGISLATURE
10 HAVE SENT CORRESPONDENCE TO YOU WITH OUR GREAT
11 CONCERN WITH SOME OF THE FIGURES THAT HAVE BEEN
12 GIVEN TO YOU BY THE GOVERNOR'S OFFICE.

13 I THINK I'M GOING TO PUT MY CONCERNS IN
14 THE FORM OF QUESTIONS, AND THEN HOPEFULLY WHEN YOU
15 HAVE FINISHED WITH YOUR SCOPING PROCESS, I WILL HAVE
16 MY QUESTIONS ANSWERED.

17 I WOULD LIKE TO KNOW WHY THE ONLY OPTION
18 THAT IS UNDER CONSIDERATION IS A LARGE CONTAINER
19 PORT FROM THE GOVERNOR.

20 I WOULD LIKE TO KNOW WHY IT IS IN THE
21 INTERESTS OF THE GOVERNOR TO SEE THE ECONOMIC
22 FEASIBILITY FOR A CONTAINER PORT MAKES IT EVEN
23 VIABLE TO LOOK AT THAT ALTERNATIVE. THEIR OWN
24 CONSULTANT THAT THEY HAVE JUST HIRED HAS SAID THAT

1 NEEDS TO BE DONE FIRST WHILE WE ARE PUTTING
2 EVERYTHING BEFORE THAT; AND IT SEEMS TO ME IF WE DID
3 THAT, WE WOULD REALIZE THAT WE DON'T NEED A LARGE
4 CONTAINER PORT.

5 I THINK THAT THE OTHER OPTIONS THAT
6 OUGHT TO BE CONSIDERED ARE WHAT WE ARE DOING NOW
7 JUST WITH THE AUTOMOBILES, THE SARATOGA, LOOKING AT
8 TOURISM, AND LOOKING AT REALLY WHAT IS THE HIGHEST
9 AND BEST USE OF THIS PROPERTY.

10 WHAT ENVIRONMENTAL QUALITY-OF-LIFE
11 ISSUES DO WE HAVE REGARDING OUR NEIGHBORHOODS?

12 I'M CONCERNED IN REGARDS TO LIGHTING,
13 NOISE, TRAFFIC, AND I WOULD LIKE TO KNOW WHAT IS
14 GOING TO HAPPEN IF AMTRAK GOES BELLY UP, AND WE HAVE
15 GOT A FIP (FREIGHT IMPROVEMENT PROJECT). WHO IS
16 GOING TO PAY FOR WHATEVER IS GOING TO HAPPEN WITH
17 THOSE FREIGHT TRAINS, AND I WOULD HOPE THAT YOU
18 PEOPLE WOULD LOOK INTO THAT.

19 ALSO, I THINK YOU NEED TO KNOW WE HAVE
20 INADEQUATE FUNDING FOR THE ROAD TO GO IN AND OUT OF
21 QUONSET. IT SEEMS TO ME THAT THAT NEEDS TO BE
22 ANSWERED BEFORE WE LOOK AT THE BUILDING OF A
23 CONTAINER PORT.

24 I HAVE TO LET YOU KNOW THE FIGURES THAT

1 WERE SUPPLIED BY THE GOVERNOR'S OFFICE, THEY HAVE
2 MANY DISCREPANCIES, AND I'M ASKING ARE THOSE THE
3 ONLY FIGURES YOU'RE RELYING ON TO GET YOUR
4 CONTAINERS, BECAUSE IF YOU ARE, THEY'RE FAULTY.

5 I ALSO HAVE A CONCERN, BECAUSE THE
6 GOVERNOR'S OFFICE CANNOT DECIDE IF THEY WANT TO HAVE
7 THE DREDGING BE ONE AS A FEDERAL CHANNEL OR NOT, AND
8 IT SEEMS TO ME YOU CAN'T REALLY DO YOUR WORK IF YOU
9 DON'T KNOW, BECAUSE THEN YOU CAN'T ANSWER THE
10 ECONOMIC QUESTIONS, BECAUSE THEN YOU'RE TALKING
11 ABOUT OUR COMPETITION.

12 I REALLY WOULD LIKE TO KNOW ALSO HOW WE
13 CAN JUSTIFY SPENDING THE TAX DOLLARS FOR THIS
14 ILL-CONCEIVED PROJECT.

15 THE FUNDING FOR THE STATE BUDGET HAS
16 BEEN, AS YOU KNOW, IF YOU HAVE BEEN READING, WE'RE
17 IN A BUDGET CRISIS. WHERE IS THE MONEY GOING TO
18 COME IF, IN FACT, THERE IS A PERMITTING PROCESS TO
19 PAY FOR THE DREDGING OF THE ROADS, BECAUSE NOBODY
20 STEPPED UP TO THE PLATE TO DO ANYTHING AT THIS
21 POINT.

22 EVERYONE HAS MENTIONED IT, AND IT'S
23 TRUE, THAT THE CONSULTANT FOR THE MASTER PLAN HAS
24 SAID THAT JUST AS MANY JOBS AND JUST AS GOOD JOBS

1 COULD COME TO THIS PARK, IF THERE WAS NO CONTAINER
2 PORT. SO I THINK THAT YOU REALLY NEED TO TAKE A
3 LOOK AT THAT.

4 SO FOR THOSE REASONS, I THANK YOU FOR
5 YOUR TIME, AND I WOULD HOPE THAT YOU WOULD REJECT
6 THIS PERMIT.

7 THANK YOU.

8 MODERATOR ROSENBERG: THANK YOU, MA'AM.

9 (APPLAUSE.)

10 MODERATOR ROSENBERG: THE NEXT SPEAKER
11 IS STATE REPRESENTATIVE BENSON.

12 REPRESENTATIVE MELVOID BENSON: THANK
13 YOU.

14 I AM REPRESENTATIVE BENSON FROM
15 DISTRICT 45, NORTH KINGSTOWN, AND THANK YOU FOR
16 COMING TO HEAR OUR CONCERNS, BECAUSE THEY ARE MANY.

17 I, TOO, OPPOSE THE PERMIT APPLICATION
18 FOR THE QUONSET-DAVISVILLE PORT AND COMMERCE PARK.

19 I HAVE SOME QUESTIONS, AND YOU HAVE
20 STATED IN YOUR LITERATURE THAT YOU PASSED OUT AT THE
21 FRONT THAT I READ, THAT YOUR JOB IS TO HEAR OUR
22 CONCERNS, TAKE THEM BACK AND EVALUATE THEM. AND.

23 MY FIRST QUESTION, AND I'M SURE THAT IT
24 WILL BE ANSWERED BEFORE THE EVENING IS OVER: DO YOU

1 HAVE A BASELINE STUDY THAT YOU WILL EVALUATE THESE
2 THINGS ON?

3 AND NUMBER TWO: HOW ARE WE TO ASSESS
4 THE IMPACT TO THE QUALITY OF LIFE ON OUR NEIGHBORING
5 COMMUNITIES?

6 AND AS THE CITIZENS OF NORTH KINGSTOWN
7 KNOW, AND I WILL GIVE IT TO YOU FOR YOUR
8 INFORMATION, WE DO NOT HAVE THE ADEQUATE ROADS AND
9 OTHER THINGS THAT'S NEEDED TO GET INVOLVED AND TO BE
10 IN THIS STUDY. AND QUONSET AND THE NARRAGANSETT
11 BAY, AS I HAVE STATED MANY TIMES, REMINDS ME OF A
12 SONG THAT WE USED TO SING, AND THEY STILL SING IT
13 NOW, THAT ONLY ONE PERSON CAN MAKE A TREE, AND ONLY
14 ONE PERSON CAN MAKE A NARRAGANSETT BAY AND
15 QUONSET-DAVISVILLE.

16 AND AS FAR AS THE EMPLOYMENT GOES, I
17 THINK AND I KNOW THAT WE CAN GET GREATER EMPLOYMENT
18 THAN WE CAN RECEIVE BY HAVING A CONTAINER PORT.

19 THANK YOU.

20 (APPLAUSE.)

21 MODERATOR ROSENBERG: THANK YOU, MA'AM.

22 THE NEXT SPEAKER, REPRESENTATIVE LONG.

23 REPRESENTATIVE BRUCE LONG: GOOD

24 EVENING, MR. ROSENBERG, MEMBERS OF THE NORTHEAST

1 CORPS.

2 MY NAME IS BRUCE LONG, AND I AM A STATE
3 REPRESENTATIVE FROM DISTRICT 95 IN MIDDLETOWN,
4 ACROSS THE BAY. I SERVE AS A BOARD MEMBER ON THE
5 RAIL TECHNOLOGY DEVELOPMENT CORPORATION, AND MY VERY
6 FIRST MEETING, WHICH TOOK PLACE FOUR YEARS AGO, WAS
7 A HEARING AT THE PORTSMOUTH MIDDLE SCHOOL ON THE
8 MASTER PLAN OF WHICH THE CONTAINER PORT ISSUE TOOK
9 UP 95 PERCENT OF THE ISSUE. AND I CAN TELL YOU
10 PLAINLY AND CLEARLY THAT WHILE AQUIDNECK ISLAND IS
11 SEVERAL MILES AWAY, THE PEOPLE THAT I SPEAK TO ARE
12 VERY MUCH AGAINST THE OPERATION OF A CONTAINER PORT
13 ANYWHERE IN THE STATE OF RHODE ISLAND.

14 NOW, YOU MAY BE -- MAY NOT BE AWARE, 10
15 YEARS AGO, WE IN THIS ROOM ALSO FOUGHT A TRASH TO
16 ENERGY INCINERATOR. MANY OF US CONSIDER THAT THIS
17 PROPOSAL FOR A CONTAINER PORT IS A WHITE ELEPHANT,
18 MUCH AS THE INCINERATOR THAT WOULD HAVE BEEN.
19 FORTUNATELY THEN AND UNFORTUNATELY NOW, THAT IT WAS
20 TAKEN OFF THE BUDGET AFTER THE DECLARATION OF
21 CANDIDACY AND THE ENTIRE LEADERSHIP OF THE HOUSE
22 DECIDED NOT TO RUN, AND WE WERE ABLE TO SUCCESSFULLY
23 DEFEAT IT.

24 NOW, WHILE THE GOVERNOR'S OFFICE

1 MAINTAINS THAT THE LEGISLATURE FAVORS THIS, I WOULD
2 THINK THAT IF YOU COVERED UP THE SCOREBOARD THAT
3 SHOWED OUR NAMES, AND A LOT OF US WHO VOTE ARE
4 ENCUMBERED THAT THIS WILL FAIL. THERE ARE 40
5 LEGISLATORS THAT SIGNED THE LETTER TO YOU FOLKS. I
6 WAS NOT ONE OF THEM, BECAUSE THE LETTER ONLY WAS
7 ASKED TO BE SIGNED BY HOUSE MEMBERS, WHO REPRESENTED
8 THE 13 COMMUNITIES THAT HAVE OPPOSED THE CONTAINER
9 PORT. I KNOW THAT SEVERAL COUNCIL MEMBERS ON THE
10 MIDDLETOWN TOWN COUNCIL OPPOSED IT, BUT FOR A NUMBER
11 OF REASONS IT HAS NEVER BEEN TAKEN UP FOR A VOTE.

12 IN REGARDS TO OTHER PIECES OF
13 LEGISLATION, BOTH REPRESENTATIVE PIRES AND I HAVE
14 SPONSORED LEGISLATION, ONE TO FREEZE THE DIS
15 FUNDING, THE 1.5 MILLION. YOU SHOULD KNOW THAT IT
16 WAS SCHEDULED, AND THEN AT THE LAST MINUTE IT WAS
17 POSTPONED TO ANOTHER DATE. THAT DATE BEING 11:00
18 A.M. IN THE MORNING. AND COINCIDENTALLY, THE CABLE
19 TELEVISION, OPERATED BY CAPITAL TV, WAS NOT
20 OPERATING THAT DAY, SO THERE WAS NO RECORD. IT WAS
21 UNAVAILABLE TO THE GENERAL PUBLIC. AND I CONSIDER,
22 FROM TOP TO BOTTOM, ALL THE ACTIONS THAT HAVE TAKEN
23 PLACE REGARDING THIS CONTAINER PORT TO BE A SHELL
24 GAME, AND WE CAN'T EVER FIND THE PEANUT. WE DON'T

1 THINK ONE EXISTS.

2 WE WERE PROMISED WHEN THE 1.5 MILLION
3 TWO BUDGETS AGO WAS BROUGHT FORWARD THAT THERE WOULD
4 BE AN ECONOMIC FEASIBILITY STUDY. IT HASN'T
5 HAPPENED.

6 WHEN THE STUDIES WERE DONE IN REGARD TO
7 TRAFFIC, YOU MAY OR MAY NOT BE AWARE THAT TRAFFIC
8 IMPACT ON ROUTE 95 WAS NEVER CONSIDERED, ONLY THAT
9 ON ROUTE 4. WELL, ONCE YOU'RE ON ROUTE 4, THERE IS
10 NO OTHER PLACE TO GO THAN ROUTE 95. AS WAS
11 MENTIONED, ONLY 50 PERCENT OF THE FUNDING FROM
12 ROUTE 403 IS IN PLACE, AND WHEN THAT HALF IS
13 COMPLETED, THERE IS NO OTHER HALF AVAILABLE. IT'S
14 KIND OF A BRIDGE IS OVER A HUNDRED MILLION DOLLARS,
15 THE LEGISLATURE JUST PASSED A BILL SAYING THEY DON'T
16 WANT TOLLS.

17 THERE ARE JOBS. THE EDC IS DOING THEIR
18 WORK.

19 I, ALONG WITH REPRESENTATIVE BENSON,
20 HAVE OPPOSED THIS CONTAINER PORT FROM THE VERY
21 BEGINNING. WE HAVE HELD MEETINGS. IT IS BAD PUBLIC
22 POLICY, AND WE ASK YOU TO DENY THE PERMIT.

23 THANK YOU.

24 MODERATOR ROSENBERG: THANK YOU, SIR.

1 (APPLAUSE.)

2 MODERATOR ROSENBERG: OUR NEXT SPEAKER,
3 KEN D'AMBROSIO.

4 KEN D'AMBROSIO: GOOD EVENING. THANK
5 YOU VERY MUCH.

6 NUMBER ONE, I AM KEN D'AMBROSIO FROM THE
7 NORTH KINGSTOWN TOWN COUNCIL. I APPRECIATE YOU
8 BEING HERE FOR ALL OF US TO HEAR SOME OF THE VIEWS
9 THAT WE LOOK TO THAT WE ARE LOOKING FOR FOR YOU TO
10 INVESTIGATE.

11 NUMBER ONE, I FULLY SUPPORT A STATEMENT,
12 WHICH WAS GIVEN TO YOU BY OUR TOWN MANAGER. IT'S
13 ABOUT A 12-PAGE STATEMENT ABOUT THE VARIOUS
14 ECONOMICAL, AS WELL AS WATER QUALITY AND VARIOUS
15 OTHER ENVIRONMENTAL STUDIES THAT WE ARE ASKING YOU
16 TO DO. BUT THERE ARE SOME THINGS THAT I PERSONALLY
17 AM LOOKING AT THAT I WILL ASK YOU FOR BESIDES ALL OF
18 THOSE.

19 SITTING ON THE HARBOR COMMISSION FOR THE
20 LAST SIX YEARS ON THE COUNCIL, THERE IS SOME THINGS
21 THAT WE SHOULD LOOK AT, AND I ASK YOU TO. THERE IS
22 A PLACE CALLED ALLEN HARBOR. THERE IS LITTLE ALLEN
23 HARBOR AND LARGE ALLEN HARBOR, BIG ALLEN HARBOR.
24 THERE ARE OVER 260 BOATERS THAT USE THAT HARBOR.

1 THAT HARBOR IS A PLACE WHERE PEOPLE RECREATE TO AND
2 FROM AND SLEEP. WHAT ABOUT NOISE AND LIGHT
3 POLLUTION TO THOSE PEOPLE; WHAT AFFECT IS THAT GOING
4 TO HAVE ON THEM? I ASK YOU TO LOOK AT THAT.

5 I ASK YOU TO ALSO LOOK AT THE MOORINGS
6 THAT ARE OUTSIDE OF THE HARBOR THAT AFFECT -- WILL
7 AFFECT -- AFFECT THOSE FOLKS THAT ARE ON SHORE
8 ACRES. THERE IS APPROXIMATELY 60 TO 70 OUTSIDE
9 MOORINGS IN THAT AREA THAT THAT AFFECT THOSE PEOPLE
10 AS WELL. I ASK YOU TO INVESTIGATE THOSE.

11 I ASK YOU ALSO TO INVESTIGATE THE HIGH
12 SPEED FERRY THAT WILL BE LEAVING THERE TO GO TO
13 MARTHA'S VINEYARD. WHAT EFFECT WILL THESE LARGE
14 CONTAINER BARGES THAT WILL BE SITTING OUT IN THE
15 BAY, AT LENGTH, BEFORE THEY ARE ABLE TO COME IN AND
16 UNLOAD, WHAT EFFECT IS THAT GOING TO HAVE ON THAT
17 KIND OF TRAFFIC GOING THERE?

18 WE ARE LOOKING AT A NEW INDUSTRY COMING
19 TO OUR AREA, AND WE WOULD LIKE TO SUPPORT THAT. SO
20 I PLEASE ASK YOU TO INVESTIGATE THAT.

21 I ALSO ASK YOU TO INVESTIGATE, WHICH I
22 FEEL IS THAT YOU'RE LOOKING TO DOWNGRADE OUR WATER
23 QUALITY WHENEVER A CONTAINER PORT IS PUT INTO ANY
24 ENVIRONMENT. WE KNOW THAT, AND YOU KNOW THAT, AND

1 WE FEEL, AND I FEEL, THAT THAT IS HIGHLY UNETHICAL
2 TO DOWNGRADE THE QUALITY OF WATER. IF ANYTHING, YOU
3 WANT TO MAINTAIN AND KEEP QUALITY OF WATER UPGRADED,
4 AND WE HAVE BEEN WORKING VERY HARD IN OUR COMMUNITY
5 TO DO JUST THAT. SO I ASK YOU TO PLEASE LOOK AT
6 THAT AS WELL.

7 I ALSO UNDERSTAND THERE IS A MARINE BIRD
8 SANCTUARY THAT SITS OUT AT PRUDENCE ISLAND. I ASK
9 YOU TO INVESTIGATE WHAT EFFECT WILL THE LIGHT, THE
10 NOISE, THOSE SHIPS, HAVE ON THAT SPECIES THAT ARE
11 OUT THERE.

12 SO THOSE ARE SOME OF THE AREAS THAT I
13 LOOK AT, BECAUSE I SIT ON THE HARBOR COMMISSION. I
14 KNOW YOU HAVE A WHOLE BUNCH OF OTHER STUFF THAT WE
15 ARE ASKING YOU TO LOOK AT. AND I THANK YOU VERY
16 MUCH FOR YOUR TIME AND YOUR PATIENCE WITH US.

17 MODERATOR ROSENBERG: THANK YOU, SIR.

18 (APPLAUSE.)

19 MODERATOR ROSENBERG: OUR NEXT SPEAKER,
20 DALE GROGAN.

21 DALE GROGAN: THANK YOU.

22 I WOULD LIKE TO START BY SAYING THAT
23 TOWN COUNCIL PRESIDENT, DAVID BURNHAM, IS UNABLE TO
24 BE HERE TO SPEAK TONIGHT, BECAUSE HE WAS UNABLE TO

1 GET BACK FROM BLOCK ISLAND DUE TO THE WEATHER. HE
2 WILL BE SUBMITTING COMMENTS IN WRITING.

3 BUT I AM DALE GROGAN. I AM A MEMBER OF
4 THE NORTH KINGSTOWN TOWN COUNCIL, AS WELL. ALONG
5 WITH COUNCIL PRESIDENT BURNHAM, I SIT AS A MEMBER OF
6 THE QUONSET-DAVISVILLE MANAGEMENT CORPORATION BOARD
7 OF DIRECTORS.

8 AS SUCH, I THANK YOU, BECAUSE I HEARD
9 YOU THIS EVENING SAY THAT THIS IS AN EARLY AND OPEN
10 PROCESS, AND THAT NO DECISION HAS BEEN REACHED.
11 THAT'S A WELCOME CHANGE FROM WHAT I HAVE SEEN TO BE
12 A FLAWED PROCESS TO THIS POINT IN TIME; AND WHEN YOU
13 LOOK AT A ROOMFUL OF PEOPLE, WHO AT MANY TIMES HAVE
14 BEEN FRUSTRATED BY WHAT THEY FEEL HAS BEEN A LIMITED
15 OPPORTUNITY TO GET THEIR COMMENTS AND THEIR CONCERNS
16 ABOUT THIS PROPOSAL ON RECORD.

17 SO I THANK YOU, AND I BEG YOU TO LIVE UP
18 TO THE PROMISES, AND I HOPE THAT YOU WILL HAVE
19 QUALIFIED AND IMPARTIAL EXPERTS.

20 THE TOWN OF NORTH KINGSTOWN HAS BEEN IN
21 THE FOREFRONT OF GROUNDWATER PROTECTION SINCE
22 OVERLAY DISTRICTS IN 1974. AS SUCH, THE TOWN OF
23 NORTH KINGSTOWN WAS VERY INFORMED WITH EPA MAKING
24 THE HUNT ANNAQUATUCKET PETTAQUAMSCUTT, OR THE HUNT

1 AQUIFER, A SOLE SOURCE AQUIFER DESIGNEE IN
2 1998 -- IN 1988, EXCUSE ME.

3 I HAVE BEEN INVOLVED AS A MEMBER OF THE
4 GROUNDWATER COMMITTEE; AND AS SUCH TONIGHT, I
5 PRESENT MY CONCERNS ON WATER QUALITY AND WATER
6 QUANTITY.

7 THE TOWN OF NORTH KINGSTOWN ASKS THAT
8 YOU ASSESS THE ADEQUACY OF CURRENT WATER SUPPLY TO
9 HANDLE THE FULL BUILD OUT OF THE PARK, IN ADDITION
10 TO THE PROPOSED APPLICATION, RECOGNIZING THE
11 CONTINUED USE OF THE HUNT AQUIFER BY THE KENT COUNTY
12 WATER AUTHORITY AND THE TOWN OF NORTH KINGSTOWN. WE
13 HAVE ASKED THAT THIS ASSESSMENT INCLUDE IMPLICATION
14 OF EXCESSIVE DRAWDOWNS AND POTENTIAL FOR SALTWATER
15 INTRUSION.

16 AS WELL, I HOPE YOU WOULD ASSESS THE
17 POTENTIAL IMPACT ON THE ANNAQUATUCKET AND
18 PETTAQUAMSCUTT FROM SALTWATER INTRUSION. AT WHAT
19 POINT WILL THE DRAWDOWN OF THE HUNT AFFECT THE
20 QUALITY OF THE WATER SUPPLY, AS WELL AS ADDITIONAL
21 NITRATE LOADS, AND POTENTIAL FOR OTHER CONTAMINANTS
22 TO MIGRATE WITHIN THE GROUNDWATER?

23 I WOULD ASK IF THERE IS WATER AVAILABLE
24 IN THE SCITUATE RESERVOIR OR ELSEWHERE WITHIN SOUTH

1 COUNTY TO SERVE NOT ONLY THE DRINKING WATER SUPPLIES
2 OF NORTH KINGSTOWN, RIEDC AND KENT COUNTY WATER
3 AUTHORITY.

4 I HOPE THAT YOU WILL BE USING, AND I ASK
5 THAT YOU USE THE ARMY CORPS OF ENGINEERS WATER
6 SUPPLY PAPERS, AS WELL AS STREAM FLOW STUDIES THAT
7 HAVE BEEN DONE ON THE HUNT, ANNAQUATUCKET AND
8 PETTAQUAMSCUTT.

9 RECENTLY, THERE WAS A CONFERENCE ON THE
10 IMPACT OF FRESHWATER FLOW TO COASTAL ECOLOGICAL
11 SYSTEMS AND GROVER FUGATE MADE MANY MENTIONS OF THE
12 SIGNIFICANT EFFECT OF THE CHANGE IN FRESHWATER INTO
13 THIS SALTWATER. I WOULD HOPE THAT YOU WOULD LOOK AT
14 THE EFFECTS OF FRESHWATER FLOW AND THEIR EFFECTS ON
15 SEDIMENTATION, CIRCULATION, SALINITY, AS WELL AS
16 BIOLOGICAL ECOSYSTEM ALTERATIONS.

17 AND LASTLY, PLEASE INVESTIGATE AND
18 CONDUCT A RISK ASSESSMENT TO DETERMINE THE
19 LIKELIHOOD OF THE LOSS OF THE WATER RESOURCE FROM AN
20 ACCIDENT INVOLVING A CONTAINER CARRYING MATERIAL.

21 WATER QUANTITY IS CLOSELY LINKED TO
22 WATER QUALITY IN SO MANY WAYS. ONE OF OUR
23 CONSULTANTS, JOHN VICKERMAN, HAS TOLD US THAT
24 CONTAINERS ARE VERY WONDERFUL, BECAUSE THEY ARE SO

1 UNIFORM IN SIZE AND SO EASY TO STACK. BUT THAT SAME
2 BENEFIT MEANS THAT WE NEVER KNOW WHAT IS INSIDE OF
3 ONE. AND I WONDER HOW WILL CONTAINERS BE LABELED SO
4 THAT WE WILL KNOW WHAT IS WITHIN THEM, AND IF THEY
5 CARRY HAZARDOUS MATERIALS. AND KNOWING THAT
6 ROUTE 403 WILL EVENTUALLY HAVE A CLOSED DRAINAGE
7 SYSTEM. I NOTE THAT SUCH IS NOT THE CASE OF US 95,
8 ROUTES 4, 1, 6, 138, 102, 146 AND 295. WATER, WATER
9 EVERYWHERE AND NOT A DROP TO DRINK. THAT'S MY
10 BIGGEST FEAR.

11 THANK YOU.

12 MODERATOR ROSENBERG: THANK YOU VERY
13 MUCH.

14 (APPLAUSE.)

15 MODERATOR ROSENBERG: OUR NEXT SPEAKER,
16 RICH KERBEL.

17 RICH KERBEL: THANK YOU.

18 I WANT TO WELCOME YOU AS WELL TO NORTH
19 KINGSTOWN AND TO OUR NEW HIGH SCHOOL.

20 ON TUESDAY, I GAVE TO YOU 54
21 ALTERNATIVES THAT THE TOWN WOULD LIKE YOU TO STUDY
22 AS PART OF THIS PROCESS. IN A FEW WEEKS, WE WILL BE
23 SUBMITTING TO YOU WHAT IS NOW OVER 20 PAGES. IT HAS
24 GROWN FROM THE 12 PAGES THAT COUNCILMAN D'AMBROSIO

1 MENTIONED, TO OVER 20 PAGES OF COMMENTS THAT WE
2 WOULD LIKE YOU TO STUDY.

3 TONIGHT, YOU HAVE ALREADY HEARD FROM
4 TOWN COUNCIL MEMBERS, AND YOU WILL BE HEARING FROM
5 TOWN STAFF. I WANT TO SUMMARIZE BY JUST SAYING WE
6 HAVE A FEW SIMPLE QUESTIONS.

7 ONE IS: HOW IS THE CORPS GOING TO MAKE
8 SURE THIS IS A FAIR PROCESS?

9 TODAY, WE RECEIVED OVER 20 PAGES OF A
10 DETAILED STUDY REGARDING A BASELINE MARINE FISHERIES
11 STUDY. THAT -- I MIGHT ADD THAT THAT DOCUMENT
12 CRASHED THE COMPUTER OF THE TOWN PLANNER, THE TOWN
13 SOLICITOR, AND MOST PREVIOUSLY, THE TOWN MANAGER,
14 FOR OVER A HALF AN HOUR.

15 HOW -- WE HAVE FIVE DAYS TO RESPOND TO
16 THAT DOCUMENT. HOW CAN THOSE OF US, WHO ARE OPPOSED
17 TO THE PROJECT, UNDERSTAND THE SCOPE AND WHETHER ALL
18 THE ISSUES HAVE BEEN STUDIED?

19 SECONDLY, WHY ARE THE ENVIRONMENTAL
20 ISSUES SEEMINGLY BEING RUSHED AHEAD OF THE ECONOMIC
21 FEASIBILITY ANALYSIS?

22 THE TOWN AND OTHERS HAVE QUESTIONED THE
23 ECONOMIC FEASIBILITY OF THIS PROJECT. EVEN THE
24 CORPS DID SO IN THE RECONNAISSANCE STUDY THAT YOU

1 DID. WHY CAN'T THE ENVIRONMENTAL ISSUES BE PLACED
2 ON HOLD?

3 MANY OF US, YES, EVEN THE TOWN, CAN'T
4 AFFORD TO BE GOING IN TOO MANY DIRECTIONS AT ONCE.
5 WE ASK THAT YOU PLACE ON HOLD THE ENVIRONMENTAL
6 ISSUES UNTIL YOU COMPLETE THE ECONOMIC ISSUES.

7 THREE: HOW IS THE CORPS GOING TO
8 ESTABLISH THE GO, NO-GO CRITERIA FOR STOPPING THE
9 PROJECT BEFORE THE THREE-YEAR TIME LIMIT THAT YOU
10 INDICATED EARLIER, IF THE ECONOMIC CRITERIA IS NOT
11 VALID?

12 FINALLY, OUR WRITTEN COMMENTS ARE
13 SUMMARIZED BELOW WITH THE FOLLOWING. WE ARE GOING
14 TO ASK YOU TO LOOK AT PROCESS ISSUES, ALTERNATIVES
15 AND ENVIRONMENTAL ISSUES, INCLUDING THE ILL-DEFINED
16 PURPOSE AND NEED, TRAFFIC IMPACTS, INCLUDING TRUCKS,
17 ROADS AND TRAINS, AIR QUALITY, NOISE, LIGHT, QUALITY
18 OF LIFE, WATER QUANTITY AND QUALITY, RECREATION
19 IMPACTS, SECURITY. WE ASK WHEN YOU MAKE THE
20 DECISION THAT A SUPPLEMENTAL EIS IS GOING TO BE
21 NEEDED FOR THE FREIGHT RAIL IMPROVEMENT PROJECT ON
22 ROUTE 403.

23 FINALLY, I WANT TO CLEAR UP FOR THE
24 RECORD THAT THE OMNIPOINT PROPOSAL THAT IS DETAILED

1 IN THE GOVERNOR'S APPLICATION WAS DEVELOPED BY THE
2 TOWN'S CONSULTANT TO SHOW THERE IS AN ALTERNATIVE TO
3 THE MEGAPORT THAT WAS PROPOSED DURING THE
4 STAKEHOLDERS PROCESS. IT HAS NOT BEEN, CONTRARY TO
5 WHAT THE GOVERNOR IMPLIED IN HIS APPLICATION, EVER
6 ADOPTED BY THE TOWN COUNCIL, AND IT IS NOT OFFICIAL
7 TOWN POLICY.

8 THANK YOU FOR COMING.

9 MODERATOR ROSENBERG: THANK YOU, SIR.

10 (APPLAUSE.)

11 MODERATOR ROSENBERG: OUR NEXT SPEAKER,
12 JEFF THALER, NORTH KINGSTOWN, ATTORNEY.

13 JEFF THALER: THANK YOU, MEMBERS OF THE
14 CORPS, LADIES AND GENTLEMEN OF THE PUBLIC.

15 MY NAME IS JEFF THALER. I AM AN
16 ENVIRONMENTAL ATTORNEY RETAINED BY THE TOWN OF NORTH
17 KINGSTOWN TO MONITOR THE EIS PROCESS IN CONJUNCTION
18 WITH TOWN SOLICITOR LARRY PARKS.

19 IN THESE THREE MINUTES, LET ME GIVE YOU
20 10 REASONS WHY THE CORPS AND OTHER FEDERAL AGENCIES
21 SHOULD STOP SPENDING DOLLARS AND TIME DOING DETAILED
22 SCOPING AND STUDIES, AND WHY YOU SHOULD SUSPEND
23 PERMIT PROCESSING UNTIL THE APPLICATION IS
24 OFFICIALLY AMENDED.

1 10. THE STATE SHOULD BE TREATED NO
2 DIFFERENTLY FROM ANY OTHER APPLICANT; IF A NORTH
3 KINGSTOWN SMALL BUSINESS PERSON OR RESIDENT PUT IN
4 AN APPLICATION WITH SUCH A VAGUE PURPOSE AND NEED OR
5 WITH NO SPECIFICS AT ALL ON WETLAND IMPACTS OR
6 COMPENSATION FOR THOSE IMPACTS, HIS OR HER
7 APPLICATION WOULD BE KICKED OUT AUTOMATICALLY AS
8 INCOMPLETE AND NEEDING MORE WORK. THE STATE SHOULD
9 GET NO SPECIAL TREATMENT.

10 9. THE STATE CONTINUES FOR OVER A YEAR
11 TO REFUSE TO SAY TO YOU, AND TO ANYBODY ELSE IN THIS
12 ROOM, IF THE CHANNEL WILL BE FEDERAL OR NOT. THIS
13 IS A \$65 MILLION OR MORE ISSUE, AND ALL OF THE
14 ECONOMIC ANALYSIS IN THE APPLICATION WOULD HAVE TO
15 BE CHANGED IF IT'S NOT A FEDERAL CHANNEL. NO MORE
16 GAMES PLAYING SHOULD BE ALLOWED ON THIS ISSUE.

17 8. NOWHERE IN THE APPLICATION IS IT
18 SPECIFIED THE AMOUNT OF ACRES OF WETLANDS TO BE
19 DESTROYED, OTHER THAN, "UP TO" 115 ACRES, ALTHOUGH
20 TONIGHT, THE GOVERNOR'S REPRESENTATIVE SAID LESS
21 THAN A HUNDRED. WELL, 99 ACRES IS STILL AN
22 UNPRECEDENTED AMOUNT IN NEW ENGLAND, AND BAD
23 PRECEDENT TO ALLOW AN APPLICANT TO BE SO VAGUE.

24 7. NOWHERE IN THE APPLICATION DOES IT

1 SPECIFY THE AVOIDANCE, MITIGATION OR COMPENSATION
2 STUDIES OR ANALYSIS FOR THE 115 ACRES OF FILL.

3 6. THE STATE SHOULD BE ORDERED BY YOU TO
4 STOP SELLING OR LEASING PARCELS OF LAND, INCLUDING
5 WATERFRONT SPACE, AT QUONSET-DAVISVILLE, BECAUSE
6 THESE ACTIONS LIMIT THE CHOICE OF REASONABLE
7 ALTERNATIVES AND, THEREFORE, ARE PROHIBITED BY YOUR
8 REGULATIONS, THE NEPA REGULATIONS, AT 40CFR1506.1,
9 INCLUDING MS. HOLTHAM'S SLIDE EARLIER THIS EVENING
10 THAT ONE OF THE ALTERNATIVES YOU CONSIDER AS A GROUP
11 OR ALTERNATIVE PORT OPTIONS INVOLVING THE
12 WATERFRONT. NICHOLAS YOST'S GENERAL COUNSEL
13 MEMORANDUM THAT GOVERNS YOUR AGENCY MAKES CLEAR THAT
14 THE CORPS -- THE CORPS MUST NOTIFY THE STATE THAT
15 YOU WILL TAKE STRONG AFFIRMATIVE STEPS, INCLUDING
16 INJUNCTION OR SANCTIONS, TO NOT ALLOW THAT TO
17 HAPPEN, TO LIMIT ALTERNATIVES, AND YOU CAN STOP
18 PROCESSING THE APPLICATION.

19 5. THE STATE SHOULD BE ORDERED TO STOP
20 ITS EFFORTS TO IMPLEMENT THE FEEDER PORT AGREEMENT
21 WITH THE PORT AUTHORITY OF NEW YORK/NEW JERSEY.

22 4. BASED ON THE CURRENT "PURPOSE AND
23 NEED" AND THE APPLICATION, THE LAW REQUIRES THAT YOU
24 CONSIDER ALL REASONABLE ALTERNATIVES, INCLUDING

1 THOSE ON THE EAST AND WEST COAST, AS MR. KERBEL HAS
2 LAID OUT IN HIS MEMORANDUM.

3 3. THE APPLICANT'S "PURPOSE AND NEED" BY
4 THE STATE'S OWN ADMISSION, IS BASED ON SPECULATION,
5 ASSUMPTIONS AND POSSIBILITIES, NOT OBJECTIVE
6 STUDIES.

7 2. THE STATE'S OWN ECONOMIC FEASIBILITY
8 CONSULTANT WROTE IN DECEMBER 2001 THAT THERE SHOULD
9 BE NO, SCOPING, NO -- NONE OF THIS TONIGHT WITHOUT
10 FIRST A "RIGOROUS MARKET ASSESSMENT OF FEASIBILITY."
11 A MONTH LATER, THE STATE IGNORED ITS OWN
12 CONSULTANT'S ADVICE AND STARTED THIS PROCESS WITH
13 THIS APPLICATION.

14 LAST, GIVEN THIS HUGE PROJECT, WITH
15 MAJOR IMPACTS THAT WOULD OCCUR ON THE STATE'S ROAD,
16 TRAIN FACILITIES, AIR QUALITY AND BAY, WILL FAIL TO
17 MEET THE LEGAL REQUIREMENT OF BEING THE LEAST
18 ENVIRONMENTALLY DAMAGING PRACTICABLE ALTERNATIVE TO
19 ACHIEVE THE PROJECT PURPOSE.

20 IN CONCLUSION, THE BEST INTERESTS OF ALL
21 RHODE ISLAND CITIZENS REQUIRES THAT YOU SUSPEND THE
22 PROCESSING OF SCOPING OF THIS APPLICATION UNTIL
23 THERE IS A SPECIFIED PURPOSE AND NEED; AND AS
24 MR. KERBEL SAID, THAT THE ECONOMICS CATCH UP WITH

1 THE ENVIRONMENTAL --

2 MODERATOR ROSENBERG: THANK YOU.

3 JEFF THALER: -- PAST.

4 THANK YOU.

5 (APPLAUSE.)

6 MODERATOR ROSENBERG: OUR NEXT

7 SPEAKER -- OUR NEXT SPEAKER, RAY NICKERSON.

8 AUDIENCE PARTICIPANT: WHO?

9 MODERATOR ROSENBERG: RAY NICKERSON.

10 RAY NICKERSON: I AM RAY NICKERSON, THE

11 PRINCIPAL PLANNER FOR THE TOWN OF SOUTH KINGSTOWN.

12 MODERATOR ROSENBERG: COULD YOU SPEAK

13 CLOSER TO THE MICROPHONE, PLEASE.

14 RAY NICKERSON: YES, I AM RAY NICKERSON,

15 PRINCIPAL PLANNER TO THE TOWN OF SOUTH KINGSTOWN,

16 REPRESENTING TOWN MANAGER STEVE ALFRED, AS WELL AS

17 THE FIVE MEMBERS OF THE TOWN COUNCIL.

18 THE TOWN COUNCIL OF THE TOWN OF SOUTH

19 KINGSTOWN HAS DRAFTED A FORMAL POSITION STATEMENT ON

20 THE DEVELOPMENT OF THE PORT AT QUONSET POINT

21 DAVISVILLE. THE OPENING STATEMENT READS AS FOLLOWS:

22 THE TOWN OF SOUTH KINGSTOWN CONCURS WITH

23 THE POSITION TAKEN BY THE TOWN COUNCIL OF THE TOWN

24 OF NORTH KINGSTOWN IN THEIR RESOLUTION DATED

1 MARCH 12TH, 2001, THAT THE IMPACTS OF A LARGE
2 CONTAINER LOAD CENTER PORT AT QUONSET POINT
3 DAVISVILLE MAY BE DESTRUCTIVE TO THE HIGH QUALITY OF
4 LIFE WITHIN OUR STATE AND OUR COMMUNITY. A LARGE
5 PORT DEVELOPMENT WILL GENERATE AIR, WATER, NOISE AND
6 LIGHT POLLUTION, HAVE A PROFOUND NEGATIVE IMPACT ON
7 OUR TRANSPORTATION NETWORK AND EXACERBATE
8 RESIDENTIAL DEVELOPMENT PRESSURE WITHIN THE SOUTH
9 COUNTY AREA.

10 WE ARE EQUALLY CONCERNED THAT THE
11 DEVELOPMENT OF A LARGE PORT MAY DEGRADE THE QUALITY
12 OF NARRAGANSETT BAY, HARMING COMMERCIAL AND
13 RECREATIONAL FISHING AND THE TOURISM INDUSTRY.

14 THERE ARE THREE SPECIFIC CONCERNS THAT
15 THE TOWN COUNCIL HAS THAT SHOULD BE ADDRESSED IN ANY
16 ENVIRONMENTAL IMPACT STATEMENT, ONE BEING THE
17 IMPACTS TO THE REGIONAL TRANSPORTATION NETWORK;
18 SECONDLY, IMPACTS TO THE QUANTITY AND QUALITY OF
19 WATER SUPPLIES IN BOTH NORTH KINGSTOWN AND SOUTH
20 KINGSTOWN; AND LASTLY, RELATED RESIDENTIAL AND
21 COMMERCIAL GROWTH IMPACTS IN NORTH KINGSTOWN AND THE
22 SURROUNDING COMMUNITIES.

23 THANK YOU.

24 MODERATOR ROSENBERG: THANK YOU, SIR.

1 (APPLAUSE.)

2 MODERATOR ROSENBERG: OUR NEXT SPEAKER,
3 DENNIS WEBSTER REPRESENTING THE TOWN OF JAMESTOWN.

4 DENNIS WEBSTER: GOOD EVENING. I'M
5 DENNIS WEBSTER FROM THE TOWN OF JAMESTOWN, AND
6 CHAIRMAN OF THE TOWN'S QUONSET-DAVISVILLE LIAISON
7 COMMITTEE.

8 THE JAMESTOWN TOWN COUNCIL HAS ASKED ME
9 TO SPEAK TO YOU TONIGHT. THERE ARE A NUMBER OF
10 ISSUES THE TOWN THINKS SHOULD BE INCLUDED IN THE
11 SCOPE OF THE EIS. I'LL WILL HIT A FEW HIGHLIGHTS,
12 AND WE WILL SEND YOU MORE DETAILED COMMENTS IN A FEW
13 WEEKS.

14 MANY OF OUR ISSUES CONCERN THE EFFECT OF
15 THE PROPOSED PORT ON THE QUALITY OF LIFE OF
16 JAMESTOWN'S RESIDENTS. THE FIRST I WANT TO TALK
17 ABOUT IS NOISE.

18 JAMESTOWN IS A LITTLE LESS THAN TWO
19 MILES ACROSS THE WATER FROM QUONSET, AND SOUND
20 TRAVELS VERY WELL ACROSS WATER. WE HAVE BEEN TOLD
21 THAT TWO OF THE LOUDEST AND MOST ANNOYING SOUNDS
22 EMANATING FROM CONTAINER PORTS ARE THE BANGING OF
23 CONTAINERS WHEN ONE IS SENT DOWN OR PICKED UP TOO
24 HARD, AND THE CLANGING OF THE SHIP'S HATCH COVERS

1 WHEN THEY ARE OPENED AND CLOSED.

2 DURING THE STAKEHOLDER PROCESS, NOISE
3 WAS MEASURED AT THE CONTAINER PORT IN BOSTON, AND
4 CONTAINER BANGING WAS IDENTIFIED AS THE SINGLE
5 LOUDEST NOISE PRODUCED.

6 BUT THEN A CURIOUS THING HAPPENED TO
7 THIS LOUD NOISE DURING THE SCIENTIFIC ANALYSIS. THE
8 NOISE EXPERTS USED AN ANALYSIS METHOD CALLED
9 "DAY-NIGHT LOUDNESS" IN WHICH THEY AVERAGED THIS
10 SOUND OVER A 24-HOUR PERIOD. NOW, WHEN YOU TAKE A
11 VERY SHORT DURATION SOUND LIKE A CONTAINER BANG,
12 WHICH OCCURS ONCE EVERY FEW MINUTES, AND AVERAGE IT,
13 THE NOISE LEVEL BECOMES VERY SMALL. THIS -- SO THIS
14 NOISE LEVEL FROM THE CONTAINER BANGING PRACTICALLY
15 DISAPPEARED IN THE HANDS OF THE ANALYSTS, BUT TRY TO
16 TELL THAT TO THE PERSON WHO IS AWAKENED EVERY NIGHT
17 BY THE CONTAINER BANGING.

18 WE'RE ASKING THAT YOU -- YOUR ANALYSIS
19 OF NOISE BE MORE REALISTIC AND INCLUDE A
20 COMMON-SENSE MEASURE OF THE REAL NUISANCE VALUE OF
21 NOISE WHICH IS AT ITS MAXIMUM LEVEL, NOT AT ITS
22 AVERAGE LEVEL.

23 NOW, MY PURPOSE IN TAKING SO MUCH TIME
24 ABOUT NOISE WAS TO ILLUSTRATE HOW EASILY POOR

1 ANALYSIS CAN OBSCURE LEGITIMATE ISSUES. WE ASK THAT
2 IN ALL YOUR ANALYSIS, YOU NOT BE CONSTRAINED BY THE
3 CONVENTIONAL ANALYSIS METHODS. LOOK AT THE REAL
4 IMPACTS THAT WILL BE FACED AND ANALYZE THEM IN A
5 LOGICAL MANNER. AND PLEASE APPLY THIS PRINCIPLE TO
6 ALL THE ISSUES YOU WANT TO ANALYZE, NOT JUST NOISE.

7 WE ALSO WOULD LIKE YOU TO TAKE A VERY
8 CLOSE LOOK AT NIGHT LIGHTING REQUIRED FOR THE PORT,
9 HOW MUCH OF IT WILL ESCAPE THE CONFINES OF THE PORT,
10 WHETHER DIRECTLY OR BY REFLECTION ON THE WATER, AND
11 THE EFFECT OF THIS LIGHT BOTH ON NEIGHBORS AND ON
12 WILDLIFE.

13 AIR QUALITY IS A MAJOR CONCERN. THIS
14 PAST WINTER, SEVERAL DIESEL POWERED FISH PROCESSING
15 VESSELS WERE ANCHORED IN THE WEST PASSAGE WITH
16 PERMITS FROM THE RHODE ISLAND DEPARTMENT OF
17 ENVIRONMENTAL MANAGEMENT. DESPITE THESE PERMITS,
18 THE STENCH OF DIESEL FUMES WAS OVERWHELMING WHENEVER
19 THE WIND WAS FROM THE WEST. I WOULD LIKE YOU TO USE
20 THIS INCIDENT AS A COMPARISON WHEN YOU ANALYZE THE
21 EFFECT ON AIR QUALITY OF THE PROPOSED PORT.

22 MODERATOR ROSENBERG: THANK YOU, SIR.

23 DENNIS WEBSTER: THANK YOU.

24 MODERATOR ROSENBERG: THANK YOU.

1 (APPLAUSE.)

2 MODERATOR ROSENBERG: OUR NEXT SPEAKER
3 WILL BE GEOFF MOTTE, AND HE WILL BE FOLLOWED BY
4 KONRAD S-T-R-E-U-L-I.

5 GEOFF MOTTE: THANK YOU.

6 MY NAME IS GEOFF MOTTE, AND I'M SPEAKING
7 AS A PRIVATE CITIZEN, A RESIDENT OF RHODE ISLAND FOR
8 ABOUT 30 YEARS. I LIVE ABOUT ONE MILE SOUTH OF
9 QUONSET POINT. MY CREDENTIALS ARE THAT I AM A DEEP
10 WATER SEA CAPTAIN WITH A DOCTORATE IN EXPERIMENTAL
11 STATISTICS. MY LAST JOB WAS AS DIRECTOR OF THE
12 INTERNATIONAL MARITIME PORTS AND LOGISTICS
13 MANAGEMENT INSTITUTE IN THE GREAT PORT OF HAMPTON
14 ROADS. I AM NOT A PLANTER OR ANYTHING. I AM A
15 PRIVATE CITIZEN. THAT'S ALL.

16 I HAVE SAILED AND FISHED NARRAGANSETT
17 BAY EXTENSIVELY OVER THE LAST 30 YEARS, AND I HAVE
18 GOT GREAT RESPECT FOR THE BAY. I HAVE HANDLED BIG
19 MERCHANT SHIPS IN MOST OF THE SEAPORTS OF THE WORLD;
20 AND QUITE FRANKLY, THE TALK OF A MEGAPORT IN QUONSET
21 POINT TO ME IS NOT RATIONAL.

22 I WOULD LIKE -- JUST LIKE TO BE ON THE
23 BRIDGE IN QUONSET ON A 6,000 TU SHIP AND NEGOTIATING
24 ITS WAY, DREDGED ONLY TO 50 FEET. I WOULD BE HAPPY

1 WITH 65 FEET DREDGED, AND I KNOW THAT WOULD OFFEND A
2 LOT OF PEOPLE HERE. I DON'T DWELL ON THE MEGAPORT.

3 ALTERNATIVELY, I WOULD SUGGEST THAT THE
4 COMMISSIONS ON THIS COAST RIGHT NOW LEAD IT TO BE AN
5 ATTRACTIVE SITUATION INDEED ECONOMICALLY, AND IF IT
6 COMES TO THAT ENVIRONMENTALLY, FOR A PROPERLY
7 DESIGNED AND CONTRACTED NICHE TERMINAL. SUCH A
8 TERMINAL WOULD ACT AS A BACK DOOR RELIEF VALVE TO
9 THE GREAT PORT OF NEW YORK AND NEW JERSEY. THOSE
10 PORTS, AS MANY OF YOU KNOW, ARE FORECAST TO TRIPLE
11 THEIR THROUGHPUT BY THE YEAR 2020. THAT TO ME
12 OFFERS A GREAT TRANSPORTATION OPPORTUNITY TO QUONSET
13 POINT, IF IT'S HANDLED PROPERLY. THAT SAID, IF A
14 PROPERLY AUTOMATED, MODERN, WELL-DESIGNED CONTAINER
15 TERMINAL IS INTRODUCED AT THE RIGHT POINT AT QUONSET
16 POINT.

17 TO ME, AS A MARINER, I FEEL THAT THE
18 EFFECT ON TOURISM IN THIS BEAUTIFUL BAY WOULD BE
19 ENHANCED, RATHER THAN DETRACTED FROM, BY SMALL AND
20 MEDIUM SIZED CONTAINER SHIPS, SUCH AS FREQUENTLY RUN
21 THROUGH THIS LONG SEAWAY UP AND DOWN TO MONTREAL.
22 MONTREAL DOES VERY WELL AS A CONTAINER TERMINAL,
23 HANDING A LOT OF THE MIDWEST CARGO OF THE UNITED
24 STATES. AND TO ME, A GOOD PROPORTION OF THAT COULD

1 COME THROUGH QUONSET POINT INSTEAD.

2 SO I WOULD LIKE TO ADD ONE MORE THING,
3 AND THAT IS THAT CONTRARY TO POPULAR MISCONCEPTION
4 IN A LOT OF THE NEWSPAPER ARTICLES, MANY OF THE JOBS
5 THAT ARE GENERATED BY A PORT ARE VERY HIGH-PAYING
6 JOBS THAT PROVIDE FOR A GOOD, STABLE TAX BASE, AND
7 I'M TALKING ABOUT CUSTOM HOUSE BROKERS, FREIGHT
8 FORWARDERS, ADMIRALTY LAWYERS, CRANE DRIVERS. THE
9 AVERAGE CRANE DRIVER IN THE PORT OF HAMPTON ROADS
10 LAST YEAR WAS AROUND 110, 115,000.

11 MODERATOR ROSENBERG: THANK YOU, SIR.
12 THANK YOU.

13 GEOFF MOTTE: THANKS FOR THE OPPORTUNITY
14 TO SPEAK.

15 MODERATOR ROSENBERG: OUR NEXT SPEAKER,
16 KONRAD S-P-R-E-U-L-I. HE WILL BE FOLLOWED BY SARAH
17 KITE.

18 JUST A REMINDER, A STENOGRAPHER IS
19 AVAILABLE AT THAT DOOR TO THE LEFT SHOULD YOU WISH
20 TO DICTATE A STATEMENT FOR THE RECORD, RATHER THAN
21 MAKE A FORMAL PRESENTATION.

22 ONCE AGAIN, THERE ARE NO TIME LIMITS ON
23 THOSE INDIVIDUAL STATEMENTS.

24 IS MR. SPREULI HERE?

1 AUDIENCE PARTICIPANT: HE LEFT.

2 AUDIENCE PARTICIPANT: HE LEFT.

3 MODERATOR ROSENBERG: OUR NEXT SPEAKER,
4 SARAH KITE, WILL BE FOLLOWED BY RICHARD KENNELLY.

5 SARAH KITE: A PERSON BEING SHORTER.

6 MY NAME IS SARAH KITE, AND I'M AN
7 ASSOCIATE FIELD REPRESENTATIVE FOR THE SIERRA CLUB.
8 I REPRESENT NOT ONLY RHODE ISLAND MEMBERS, BUT ALSO
9 OUR 750,000 MEMBERS ACROSS THE UNITED STATES AND
10 CANADA.

11 HERE IN RHODE ISLAND, RESPONSIBLE
12 DEVELOPMENT AT QUONSET-DAVISVILLE IS THE SINGLE MOST
13 IMPORTANT ISSUE TO OUR MEMBERSHIP, AND I THANK YOU
14 AGAIN FOR THE OPPORTUNITY TO SPEAK HERE AS WELL.

15 THE SIERRA CLUB WILL ALSO BE SUBMITTING
16 MUCH MORE DETAILED WRITTEN TESTIMONY OVER THE NEXT
17 TWO WEEKS.

18 AFTER LISTENING TO THE TESTIMONY ON
19 TUESDAY, I WAS LEFT WITH MANY QUESTIONS, BUT ONE
20 MAJOR OVERARCHING QUESTION LINGERED, AND THAT
21 QUESTION IS: WHAT IS THE ACTUAL DEMAND FOR AN
22 ADDITIONAL INTERNATIONAL PORT GIVEN THE CURRENT
23 TRENDS IN THE GLOBAL ECONOMY AND THE CURRENT
24 RELEVANT INSTABILITY OF THE US MARKET?

1 IF THERE IS SUCH A DEMAND FOR A PORT,
2 HAS THE APPLICANT PROVIDED SUFFICIENT EVIDENCE AND
3 PROOF THAT THE NEED FOR THIS LARGE MEGAPORT EXISTS
4 HERE IN RHODE ISLAND?

5 BEFORE THE CORPS UNDERTAKES ANY
6 ENVIRONMENTAL STUDIES, THE NEED FOR THIS TYPE OF
7 LARGE-SCALE PORT MUST BE CLEARLY ESTABLISHED. AT
8 THIS POINT, IT HAS NOT BEEN.

9 WHEN EVALUATING THE NEED FOR ANY NEW
10 PORT ON THE EAST COAST, CAREFUL EXAMINATION OF THE
11 COMPETITION THAT ALREADY EXISTS MUST BE DONE. SO
12 SPECIFIC QUESTIONS ARE: AT WHAT PERCENT OF CAPACITY
13 ARE EXISTING EAST COAST PORTS OPERATING,
14 SPECIFICALLY THOSE FROM BALTIMORE TO HALIFAX?

15 IS THERE CURRENTLY AN OVERCAPACITY OR AN
16 UNDERCAPACITY?

17 WHAT IS THE FIVE- TO 20-YEAR FORECAST
18 FOR CAPACITY AT THESE EXISTING PORTS?

19 SEVERAL OF THE PORTS ALONG THE EAST
20 COAST CORRIDOR HAVE ALREADY BEGUN MULTIMILLION
21 DOLLAR CAPITAL IMPROVEMENT PROJECTS. WHAT WILL BE
22 THE EFFECT ON CAPACITY OF THESE PORTS AFTER THEIR
23 CAPITAL IMPROVEMENT PROJECTS ARE COMPLETED; AND HOW
24 WILL THESE IMPROVEMENTS AFFECT THE ECONOMIC

1 FEASIBILITY OF A LARGE PORT AT QUONSET-DAVISVILLE?

2 WILL IT STILL BE ECONOMICALLY FEASIBLE?

3 THE APPLICANT HAS STATED THAT ONE OF THE
4 MARKETS OF IMPORTS COMING INTO QUONSET IS THE
5 CHICAGO-MIDWEST MARKET. THE CORPS SHOULD EVALUATE
6 WHETHER A COMPACT AUTOMATED PORT WILL BE BETTER
7 SITUATED IN BOSTON, WHERE ACCESS TO THE MIDWEST
8 MARKET VIA THE MASSACHUSETTS TURNPIKE IS MUCH
9 BETTER.

10 AND WHAT JUMPED OUT AT ME IN THE PUBLIC
11 NOTICE IS THE APPLICANT'S ASSERTION THAT THIS
12 PROJECT WOULD BE FOR THE CONSTRUCTION OF A COMPACT
13 PORT FACILITY.

14 WHEN THE ESTIMATED THROUGHPUT IS
15 EXAMINED, AND THE AMOUNT OF FILL AND DREDGE IS
16 EXAMINED, AND THE NUMBER OF TRUCKS ARE EXAMINED,
17 THIS PORT'S ENVIRONMENTAL EFFECTS ARE IN NO WAY
18 COMPACT OR CONTAINED. THEY ARE INDEED FAR REACHING.
19 THE HIGH END THROUGHPUT, WHICH PREVIOUS STATE
20 CONSULTANTS HAVE INSISTED IS NECESSARY FOR ECONOMIC
21 FEASIBILITY IS COMPARABLE TO THE EXISTING THROUGHPUT
22 OF THE PORTS AT NORFOLK OR CHARLESTON OR MIAMI OR
23 SAVANNAH. THE AMOUNT OF DREDGING MATERIAL WOULD
24 FILL 15 FENWAY PARKS 30 FEET DEEP WITH SEDIMENT;

1 IMPACTS TO STATE HABITAT, SPECIFICALLY TO THE
2 TAUTAUG, WINTER FLOUNDER, LOBSTER, SHELLFISH AND
3 BLUEFISH, EELGRASS, SEALS, UPLAND SANDPIPER AND
4 LEAST TERN COULD BE DEVASTATING.

5 WHAT WILL THE EFFECTS OF THE TURBIDITY
6 PLUME FROM THE DREDGING BE?

7 WHAT WILL THE EUTROPHICATION, OR
8 NUTRIENT POLLUTION EFFECTS BE ON THE BAY?

9 DUE TO THE RESTRICTIONS OF THE RAIL, THE
10 ACTUAL NUMBER OF TRUCKS RUMBLING ALONG THE HIGHWAYS
11 WILL BE GREATER THAN STATED IN THE APPLICANT'S
12 DOCUMENTS.

13 ANYWAY YOU LOOK AT THIS PROJECT, THIS IS
14 A MAJOR UNDERTAKING, AND THERE IS NOTHING COMPACT
15 ABOUT IT.

16 THANK YOU.

17 (APPLAUSE.)

18 MODERATOR ROSENBERG: THANK YOU.

19 OUR NEXT SPEAKER, RICHARD KENNELLY,
20 FOLLOWED BY JOHN TORGAN.

21 RICHARD KENNELLY: GOOD EVENING, AND
22 THANK YOU FOR THIS OPPORTUNITY TO COMMENT. MY NAME
23 IS RICHARD KENNELLY. I'M A STAFF ATTORNEY WITH THE
24 CONSERVATION LAW FOUNDATION.

1 THE CONSERVATION LAW FOUNDATION IS A
2 NONPROFIT ENVIRONMENTAL ADVOCACY GROUP WITH
3 THOUSANDS OF MEMBERS THROUGHOUT NEW ENGLAND AND
4 OFFICES IN PROVIDENCE, BOSTON AND THE THREE NORTHERN
5 STATES.

6 I WILL BE SUBMITTING DETAILED WRITTEN
7 COMMENTS TO YOU LATER ON, WHICH WILL GO INTO DETAIL
8 ABOUT THE VARIOUS ENVIRONMENTAL IMPACTS AND THE
9 VARIOUS ISSUES THAT WE WOULD LIKE YOU TO STUDY. BUT
10 THERE ARE THREE POINTS THAT I WOULD LIKE TO MAKE
11 TONIGHT, THE FIRST OF WHICH IS THAT I HOPE YOU WILL
12 NEVER ACTUALLY HAVE TO DO THAT ENVIRONMENTAL
13 ANALYSIS.

14 AS YOU HAVE HEARD BEFORE THIS EVENING,
15 THE APPLICATION THAT THE STATE HAS BEFORE YOU IS NOT
16 ADEQUATE OR COMPLETE OR INTERNALLY CONSISTENT
17 SUFFICIENT TO ENABLE YOU TO DO THE ENVIRONMENTAL
18 ANALYSIS THAT ORDINARILY WOULD BE REQUIRED AT THIS
19 STAGE.

20 I WOULD URGE THE CORPS, FOLLOWING
21 TONIGHT'S HEARING, TO SEND THE APPLICATION BACK TO
22 THE STATE AND REQUEST THAT THE STATE SEND YOU BACK A
23 DETAILED DESCRIPTION OF THE PROJECT AND A COMPLETE
24 STATEMENT OF THE PURPOSE AND NEED FOR THE PROJECT,

1 WHICH INCLUDES THE ECONOMIC ANALYSIS AND A
2 FEASIBILITY STUDY TO SHOW THAT, IN FACT, THE STEP OF
3 GOING TO DETERMINE THE ENVIRONMENTAL IMPACTS IS
4 WORTH TAKING.

5 AS YOU HAVE IT BEFORE YOU NOW, YOU DON'T
6 HAVE ENOUGH INFORMATION. WE DON'T HAVE ENOUGH
7 INFORMATION TO PREDICT THE KINDS OF THINGS YOU NEED
8 TO STUDY. IT'S TOO SLIM A FOUNDATION TO REST AN
9 ENVIRONMENTAL IMPACT STATEMENT UPON, AND SO IT
10 SHOULD GO BACK.

11 AND I WOULD URGE YOU TO THINK OF, AS A
12 CONTRASTING APPLICATION BEFORE YOU, ONE PRESENTED BY
13 THE CAPE WIND ASSOCIATES, WHICH IS PUT FORWARD BY A
14 PRIVATE DEVELOPER. IT WILL BE PRIVATELY FINANCED.
15 IT HAS A VERY CLEAR STATEMENT OF THE PROJECT; IT HAS
16 A VERY CLEAR PURPOSE AND PUBLIC BENEFIT; AND IT ALSO
17 HAS A WIDE VARIETY OF VERY IMPORTANT ENVIRONMENTAL
18 CONSIDERATIONS THAT NEED CAREFUL STUDY. AND IT IS
19 THAT TYPE OF PROJECT THAT THE CORPS OUGHT TO BE ABLE
20 TO DEVOTE ITS LIMITED RESOURCES TO, AS OPPOSED TO A
21 PROJECT LIKE THIS, WHICH IS HERE ONLY BECAUSE IT IS
22 BEING PUSHED FORWARD BY THE GOVERNOR OF THE STATE OF
23 RHODE ISLAND.

24 REALLY, THE CART IS BEFORE THE HORSE

1 TONIGHT. AND BEFORE WE GET INTO THE ENVIRONMENTAL
2 IMPACT STATEMENT, THE STATE NEEDS TO GO BACK AND DO
3 ITS HOMEWORK, AND LOOK AT THE INFRASTRUCTURE NEEDS,
4 DO THE ENVIRONMENTAL AND TRANSPORTATION AND PLANNING
5 STUDIES THAT WILL DETERMINE WHAT KINDS OF
6 DEVELOPMENT WOULD BE APPROPRIATE AT QUONSET AND
7 DAVISVILLE.

8 THERE IS AN INCREDIBLE RESOURCE THERE.
9 THERE IS A NEED FOR JOBS. THERE IS A NEED TO REUSE
10 BROWNFIELD INDUSTRIAL SITES LIKE QUONSET. THERE IS
11 A NEED FOR RESPONSIBLE DEVELOPMENT, AND THERE IS A
12 NEED TO DO ALL THAT IN A WAY THAT PRESERVES THE
13 ENVIRONMENTAL AND CULTURAL RESOURCES OF RHODE
14 ISLAND. BUT WHAT YOU HAVE BEFORE YOU IS NOT SUCH A
15 PROPOSAL. IT DOESN'T HAVE THAT STUDY, AND I WOULD
16 URGE YOU TO SEND IT BACK AND MAKE SURE THAT YOU
17 DON'T GO ANY FURTHER AND SPEND MORE TIME ON IT,
18 UNTIL YOU HAVE SUCH A PROPOSAL.

19 THANK YOU VERY MUCH.

20 (APPLAUSE.)

21 MODERATOR ROSENBERG: THANK YOU, SIR.

22 OUR NEXT SPEAKER WILL BE JOHN TORGAN.

23 HE WILL BE FOLLOWED BY, AND I APOLOGIZE, THE NORTH
24 KINGSTOWN DIRECTOR OF PLANNING, WHOSE CARD I DO NOT

1 HAVE, AND I'M SORRY.

2 JOHN.

3 JOHN TORGAN: THANK YOU. I WILL BE
4 MERCIFULLY BRIEF.

5 I'M JOHN TORGAN OF THE ENVIRONMENTAL
6 GROUP SAVE THE BAY, REPRESENTING OUR 20,000 MEMBERS
7 AND SUPPORTERS FROM AROUND THE REGION.

8 TO SUPPLEMENT MY ORAL TESTIMONY THE
9 OTHER NIGHT, ON THE 4TH, AT RHODE ISLAND COLLEGE,
10 ONCE AGAIN, SAVE THE BAY RESPECTFULLY REQUESTS THAT
11 THE CORPS DENY THE CURRENT APPLICATION AND REFER IT
12 BACK TO THE APPLICANT FOR MODIFICATIONS.

13 THE PUBLIC NOTICE, AS WE HAVE ALL SEEN
14 IT, ONLY TALKS VERY GENERAL AND CURSORY FRAMEWORK OF
15 THE PROPOSAL. BASED ON THIS VAGUE AND INCOMPLETE
16 INFORMATION, IT'S IMPOSSIBLE FOR SAVE THE BAY, OR
17 ANY OTHER AGENCY OR ORGANIZATION, TO ENGAGE IN
18 MEANINGFUL ENVIRONMENTAL EVALUATION, NOT TO SAY WE
19 DON'T THINK ENVIRONMENTAL EVALUATION WOULD BE
20 NECESSARY. OF COURSE, YOU KNOW, LATER IN THE EIS
21 PROCESS, WE WILL ENGAGE IN THOSE ISSUES.

22 BUT IN ADDITION, THE APPLICATION LACKS
23 ANY BASIC FINANCIAL FEASIBILITY INFORMATION. WHILE
24 THE ECONOMICS OF THE PROJECT ARE NOT SAVE THE BAY'S

1 PRIMARY CONCERN, WE CONSIDER IT AN ABUSE OF THE
2 PROCESS FOR RHODE ISLAND TO MAKE THE CORPS PERFORM
3 THE BASIC DUE DILIGENCE AND PHYSICAL FEASIBILITY
4 ANALYSES THAT SHOULD BE COMPLETED BY THE APPLICANT
5 BEFORE COMMENCEMENT OF THE SCOPING PROCESS. BY
6 SUBMITTING A VAGUE, DEFECTIVE AND INCOMPLETE
7 APPLICATION, THE STATE IS ATTEMPTING TO PLACE THE
8 BURDEN OF DETERMINING THE FEASIBILITY OF THE PROJECT
9 ON THE CORPS, AND THAT IS BOTH IMPROPER AND A
10 COLOSSAL WASTE OF OUR TIME AND RESOURCES.

11 I YIELD THE REMAINDER OF MY TIME. THANK
12 YOU.

13 MODERATOR ROSENBERG: THANK YOU, SIR.

14 (APPLAUSE.)

15 MODERATOR ROSENBERG: OUR NEXT -- OUR
16 NEXT SPEAKER WILL BE THE NORTH KINGSTOWN DIRECTOR OF
17 PLANNING.

18 WOULD YOU PLEASE COME UP TO THE
19 MICROPHONE, STATE YOUR NAME AND -- FOR THE RECORD,
20 AND WE'LL GET A CARD BACK.

21 MARILYN COHEN: THANK YOU. MY NAME IS
22 MARILYN COHEN, AND I AM THE DIRECTOR OF PLANNING FOR
23 THE TOWN OF NORTH KINGSTOWN.

24 AUDIENCE PARTICIPANT: WE CAN'T HEAR

1 YOU.

2 MARILYN COHEN: I'M SORRY. MY NAME IS
3 MARILYN COHEN, AND I AM THE DIRECTOR OF PLANNING FOR
4 THE TOWN OF NORTH KINGSTOWN.

5 I DO WANT TO TALK ABOUT THE NOTION OF A
6 COMPACT CONTAINER PORT, WHICH FROM ALL OUR
7 OBSERVATIONS OF CONTAINER PORTS SOUNDS MUCH LIKE AN
8 OXYMORON.

9 THE PROPOSED CONTAINER PORT IN THE
10 APPLICATION AND SUPPORT DOCUMENTS IS DESCRIBED AS AN
11 AUTOMATED COMPACT FACILITY OF APPROXIMATELY
12 200 ACRES WITH 4,000 FEET OF MARGINAL WHARF. THIS
13 PROPOSED FACILITY, AS IT IS DESCRIBED, IS INTENDED
14 TO PROVIDE THE THROUGHPUT CAPACITY ON A SMALL
15 FOOTPRINT. HOWEVER, THE REQUIRED THROUGHPUT
16 CAPACITY HAS NOT BEEN EVALUATED IN DETAIL, AND THERE
17 IS NO COMPREHENSIVE MARKET ASSESSMENT TO
18 SUBSTANTIATE THE ARGUMENTS PRESENTED EITHER IN THE
19 APPLICATION'S SUPPORT DOCUMENT, AS WELL AS IN THE
20 QUONSET PORT FEASIBILITY STUDY.

21 WE ARE CONCERNED WITH THIS FACILITY,
22 WHICH IS BASED ON ARTIFICIAL MARKET INTELLIGENCE,
23 WILL ULTIMATELY BE WOEFULLY UNDERUTILIZED IF IT WERE
24 CONSTRUCTED, AND ULTIMATELY SCRAPPED, BECAUSE IT

1 DOES NOT LEGITIMATELY FIT INTO THE FREIGHT NETWORK
2 OF THE UNITED STATES.

3 SO HERE ARE OUR QUESTIONS:

4 WHAT IS THE SPECIFIC PURPOSE AND NEED
5 FOR THE PROPOSED COMPACT CONTAINER TERMINAL?

6 HOW DOES THE PURPOSE AND NEED FIT WITHIN
7 THE FREIGHT DISTRIBUTION NETWORK OF THE UNITED
8 STATES?

9 CAN THE PURPOSE AND NEED BE ACCOMPLISHED
10 WITH AN ALTERNATIVE OPERATIONAL SOLUTION AND AT
11 ANOTHER LOCATION?

12 WHAT IS THE REALISTIC MARKET OUTLOOK FOR
13 THIS FACILITY?

14 WHAT ARE THE ECONOMICAL ALTERNATIVES FOR
15 THIS -- WHAT ARE THE ECONOMIC ALTERNATIVES FOR THE
16 REGION?

17 WHAT ARE OPERATIONAL CHARACTERISTICS AT
18 THE FACILITY, THE PEAK TRAFFIC, THE DISTRIBUTION OF
19 THE CARGO; WHERE WILL ALL OF THESE CONTAINERS
20 ACTUALLY BE GOING?

21 WHAT'S THE PERCENTAGE OF EMPTY CONTAINER
22 HANDLING?

23 WILL THIS FACILITY BE USED FOR LONG-TERM
24 STORAGE OF EMPTY CONTAINERS; AND IF SO, HOW MUCH?

1 HOW WILL TRAIN AND TRUCK TRAFFIC BE
2 HANDLED WITHIN AND AROUND THE FACILITY?

3 THE PROPOSED FACILITY SHOWS AN ADJACENT
4 RAIL STATION YARD. IS THIS REQUIRED?

5 HOW LONG WILL CONTAINERS DWELL IN THIS
6 FACILITY?

7 WHY, IF IT IS A COMPACT CONTAINER PORT,
8 DOES THE QUONSET-DAVISVILLE MASTER PLAN ENVISION
9 CONTAINER STORAGE OUTSIDE THE PORT AREA,
10 PARTICULARLY IN AN AREA CALLED NORTH DAVISVILLE?

11 WHAT ARE THE ECONOMIC TRADE-OFFS, JOBS
12 AND TAXES OF USING 100 ACRES OF LAND FOR CONTAINER
13 STORAGE, IN ADDITION TO THE PORT AREA VERSUS
14 RESEARCH AND DEVELOPMENT AND MANUFACTURING?

15 AS IT RELATES TO NORTH DAVISVILLE, WHAT
16 ARE THE PREVAILING WINDS IN THE NORTH DAVISVILLE
17 AREA, AND WILL ADJACENT NEIGHBORHOODS, IN ADDITION
18 TO THE NEWCOMB ROAD AREA, BE AFFECTED ADVERSELY WITH
19 REGARD TO AIR QUALITY FROM TRUCK MOVEMENTS?

20 WHAT ARE THE IMPLICATIONS FOR NOISE
21 EFFECTS ON THE ADJACENT NEIGHBORHOODS?

22 AND WHY, IF IT IS A COMPACT PORT, DOES
23 THE QUONSET-DAVISVILLE MASTER PLAN SEEK TO SITE A
24 FREIGHT YARD AWAY FROM THE PORT AREA?

1 AND WHAT WILL BE THE EFFECT ON THE
2 REMAINDER OF THE INDUSTRIAL PARK, INCLUDING AN
3 ASSESSMENT OF THE ATTRACTIVENESS OF LOCATING NEAR A
4 PORT FACILITY?

5 THANK YOU FOR THE OPPORTUNITY TO
6 COMMENT.

7 MODERATOR ROSENBERG: THANK YOU.

8 (APPLAUSE.)

9 MODERATOR ROSENBERG: OUR NEXT SPEAKER,
10 TOM COYNE.

11 TOM COYNE: GOOD EVENING. MY NAME IS
12 TOM COYNE. I LIVE IN NORTH KINGSTOWN. I'M A
13 PARTNER AT A GENERAL MANAGEMENT CONSULTING FIRM. I
14 AM HERE TONIGHT WITH MY WIFE, SUSAN MILLER. SHE IS
15 THE PRESIDENT OF A FINANCIAL MEDIA COMPANY, AND WAS
16 PREVIOUSLY A VICE PRESIDENT IN THE INVESTMENT
17 BANKING DEPARTMENT OF KIDDER, PEABODY.

18 WE MOVED TO RHODE ISLAND TWO YEARS AGO
19 FROM SAN FRANCISCO, WHERE WE HAD SEEN REUSE PLANS
20 DEVELOPED FOR MANY FORMER MILITARY BASES, INCLUDING
21 TREASURE ISLAND, THE PRESIDIO, MARE ISLAND, AND
22 NAVAL AIR STATION ALMEDA. WHEN WE FIRST HEARD ABOUT
23 THE CONTROVERSY SURROUNDING THE QUONSET MASTER PLAN
24 AND CONTAINER PORT PROPOSAL, WE DECIDED TO KEEP AN

1 OPEN MIND UNTIL WE HAD A CHANCE TO REVIEW THE
2 ECONOMIC ANALYSIS THAT COMPARED THE CURRENT PROPOSAL
3 TO OTHER REUSE PLANS THAT WERE NOT SELECTED.

4 UNFORTUNATELY, AFTER A LOT OF FRUITLESS
5 TELEPHONE CALLS AND E-MAILS, WE RELUCTANTLY
6 CONCLUDED THAT THE ANALYSIS WE WERE LOOKING FOR
7 EITHER HAD NOT BEEN DONE, OR WAS SO HIGHLY
8 CLASSIFIED THAT WE HAD NO CHANCE OF EVER SEEING IT.
9 AND SO WE DECIDED TO DO OUR OWN ANALYSIS IN OUR
10 SPARE TIME.

11 OUR STARTING POINT WAS DECIDING ON THE
12 CRITERIA WE SHOULD USE TO EVALUATE ALTERNATIVE BASE
13 REUSE PLANS. WE SETTLED ON THREE. FIRST, A
14 DEVELOPMENT PLAN FOR QUONSET SHOULD MAXIMIZE THE NET
15 NUMBER OF JOBS CREATED (THAT IS, THE NUMBER OF NEW
16 JOBS AT QUONSET LESS ANY JOBS LOST ELSEWHERE IN THE
17 STATE AS A CONSEQUENCE OF THE DEVELOPMENT PLAN).

18 SECOND, IT SHOULD HELP US SOLVE OUR
19 CURRENT STATE BUDGET PROBLEMS BY MAXIMIZING THE NET
20 STATE TAX REVENUE GENERATED (THAT IS, THE AMOUNT OF
21 NEW STATE TAX REVENUE LESS ANY COSTS PAID BY THE
22 STATE AS PART OF THE DEVELOPMENT PLAN). SINCE THESE
23 TAX REVENUES COME FROM MANY SOURCES, WE FOCUSED OUR
24 ANALYSIS ON THE AMOUNT OF WAGES AND SALARIES THAT

1 WILL BE GENERATED, SINCE THAT WOULD YIELD THE
2 HIGHEST TAX PAYMENTS VIA THE INDIVIDUAL INCOME TAX.

3 OUR LAST CRITERION WAS THAT ANY REUSE
4 PLAN SHOULD MINIMIZE THE NET ENVIRONMENTAL COSTS, OR
5 IDEALLY MAXIMIZE THE ENVIRONMENTAL BENEFITS
6 ASSOCIATED WITH THE DEVELOPMENT OF THE BASE.

7 WE THEN DEVELOPED A NUMBER OF
8 ALTERNATIVES TO TEST AGAINST THE CURRENT MASTER
9 PLAN. OUR TESTIMONY TONIGHT WILL FOCUS ON ONLY ONE
10 OF THESE, WHICH CAN BE DESCRIBED AS AN OFFICE CAMPUS
11 WITH EXTENSIVE RECREATION FACILITIES, A MIXED USE
12 WATERFRONT, WHICH INCLUDES THE PROPOSED SARATOGA
13 MUSEUM, AND LIMITED MANUFACTURING CONNECTED TO
14 RESEARCH AND DEVELOPMENT FACILITIES. WE SHOULD ALSO
15 ADD THAT OUR PLANNING INCLUDES THE CURRENT ELECTRIC
16 BOAT AND TORAY OPERATIONS, AS WELL AS THE QUONSET
17 STATE AIRPORT.

18 THE FULL COMPARISON OF OUR PROPOSED
19 ALTERNATIVE WITH THE MASTER PLAN, WHICH INCLUDES ALL
20 OUR FACTS, ASSUMPTIONS AND METHODOLOGIES, IS
21 INCLUDED IN THIS DOCUMENT, WHICH WE SUBMIT FOR THE
22 RECORD. FROM NOW, WE'LL JUST SUMMARIZE OUR MOST
23 IMPORTANT RESULTS.

24 WE ESTIMATE THAT THE -- OUR ALTERATIVE

1 WOULD EVENTUALLY CREATE BETWEEN SEVEN AND 15,000
2 MORE JOBS THAN THE MASTER PLAN, AND BETWEEN 190 AND
3 282 MILLION MORE IN ANNUAL EMPLOYEE EARNINGS. IT
4 WOULD ALSO GENERATE CONSIDERABLY FEWER ADVERSE
5 ECONOMIC -- ENVIRONMENTAL EFFECTS.

6 SOME WILL SAY THAT WHAT WE PROPOSE CAN'T
7 BE DONE. TO THEM, WE WOULD LIKE TO POINT OUT THAT
8 IT IS BEING DONE RIGHT NOW AT NAVAL AIR STATION
9 ALAMEDA.

10 EXACTLY AS ATTORNEY GENERAL WHITEHOUSE
11 PROPOSED TWO WEEKS AGO FOR QUONSET, THE CITY OF
12 ALAMEDA SOLICITED REUSE PROPOSALS FROM A LARGE
13 NUMBER OF NATIONAL DEVELOPMENT COMPANIES, AND LAST
14 AUGUST SIGNED A MASTER DEVELOPMENT AGREEMENT WITH
15 ONE OF THEM. IT'S FURTHER EVIDENCE THE PLAN WE
16 PROPOSE FOR QUONSET IS WELL WITHIN THE REALM OF
17 POSSIBILITY.

18 WITH RESPECT TO YOUR EFFORTS, WE BELIEVE
19 THE CORPS OF ENGINEERS IS UNDER A LEGAL OBLIGATION
20 TO CONSIDER OUR ALTERNATIVE DEVELOPMENT PLAN IN ITS
21 DELIBERATIONS. FEDERAL REGULATIONS, SPECIFICALLY
22 40CFR1502.14, CLEARLY STATE THAT THE EVALUATION OF
23 ALTERNATIVES TO THE PROPOSED ACTION IS THE HEART OF
24 THE ENVIRONMENTAL IMPACT STATEMENT. THE REGULATIONS

1 ALSO STATE THAT THE EIS, AND I QUOTE, SHOULD PRESENT
2 THE IMPACTS OF THE PROPOSAL AND THE ALTERNATIVES IN
3 A COMPARATIVE FORM, THUS SHARPLY DEFINING THE ISSUES
4 AND PROVIDING A CLEAR BASIS FOR CHOICE AMONG OPTIONS
5 BY THE DECISION-MAKER AND THE PUBLIC.

6 MODERATOR ROSENBERG: THANK YOU, SIR.

7 TOM COYNE: THAT IS EXACTLY WHAT WE HAVE
8 DONE IN OUR REPORT. WE HOPE YOU FIND IT USEFUL.

9 THANK YOU.

10 MODERATOR ROSENBERG: THANK YOU VERY
11 MUCH. THANK YOU, SIR.

12 (APPLAUSE.)

13 MODERATOR ROSENBERG: OUR NEXT SPEAKER,
14 DONALD CARCIERI.

15 DID I PRONOUNCE THAT CORRECTLY, SIR?

16 DONALD CARCIERI: DON CARCIERI.

17 MODERATOR ROSENBERG: THANK YOU.

18 DON CARCIERI: MY NAME IS DON CARCIERI.

19 I AM RUNNING FOR GOVERNOR. I AM ALSO A -- I HAVE A
20 HOME HERE IN NORTH KINGSTOWN. I RETIRED FOUR YEARS
21 AGO AS CHIEF EXECUTIVE OF A COMPANY THAT WAS DOING
22 \$3 BILLION IN SALES WORLDWIDE WITH PLANTS -- 100
23 PLANTS SPREAD AROUND THE WORLD, EUROPE, ASIA, THE
24 UNITED STATES. WE HAD 15 PLANTS HERE IN RHODE

1 ISLAND AND NEARBY EMPLOYING SOME 2,000 PEOPLE.

2 I HAVE TO SAY, I HAVE SAT THROUGH THIS
3 FOR FOUR YEARS, AND I WELCOME YOU TO THE PROCESS,
4 BECAUSE THIS IS A LONG PROCESS, AND I HAVE TO TELL
5 YOU THAT THE PEOPLE HERE, FROM WHAT I HAVE SEEN IN
6 THE PAST, IS AN AMAZINGLY PATIENT TONIGHT. IT'S
7 FOUR YEARS AND 14 COMMUNITIES, AND WE ARE BACK AT
8 THE SAME POINT. AND I THINK IT'S TIME THAT RED
9 LIGHT UP THERE WERE PUT ON THE PROCESS, AND THAT'S
10 SOMETHING I FELT ALL ALONG.

11 (APPLAUSE.)

12 DONALD CARCIERI: WITHOUT MAKING THIS A
13 POLITICAL SPEECH, AND THAT IS NOT MY INTENTION, I
14 HAVE STUDIED THIS PROCESS, AS I SAID, FOR OVER FOUR
15 YEARS, TALKED TO THE PEOPLE IN CHARLESTON AND ALL
16 OVER. I WOULD ASK YOU TO CONSIDER FIVE THINGS AS
17 YOU GO THROUGH THIS PROCESS, BECAUSE IT'S NOT TO BE
18 REDUNDANT, BUT I THINK THERE ARE FIVE ISSUES THAT I
19 THINK YOU NEED TO CLARIFY IN YOUR OWN MINDS THAT ARE
20 PRETTY CLEAR TO ME.

21 NUMBER ONE, THERE IS NO MARKET HERE.
22 THERE IS NO MARKET HERE. WE HAD 15 PLANTS IN THIS
23 STATE. I HAVE YET TO SEE A COMPANY IN THIS STATE
24 COME FORWARD AND SAY THAT A CONTAINER PORT HERE IS

1 GOING TO HAVE ANY SIGNIFICANT BENEFIT TO THEM.

2 NUMBER ONE.

3 NUMBER TWO, THERE IS NO MARKET, AND THAT
4 I HAVE YET TO SEE ANYBODY COME FORWARD AND SAY THAT
5 THERE ARE ONE, TWO, THREE COMPANIES THAT ARE WILLING
6 TO LOCATE HERE FROM SOMEWHERE ELSE IF WE HAD A
7 CONTAINER PORT. SO THERE IS NO MARKET HERE FOR A
8 CONTAINER PORT. ALL THIS IS GOING TO DO IS SERVICE
9 SOMEONE SOMEWHERE ELSE USING OUR BAY AND OUR SHORES.

10 NUMBER TWO, LOOK AT THE ISSUE OF
11 INFRASTRUCTURE. AS YOU WELL KNOW, CONTAINER PORTS
12 ARE NOTHING BUT DESTRUCTIVE OF INFRASTRUCTURE. AND
13 OH, BY THE WAY, WE DON'T HAVE ANY ROADS; WE DON'T
14 HAVE ANY RAIL; AND IF YOU HAVEN'T LOOKED LATELY, WE
15 ALSO DON'T HAVE ANY MONEY.

16 (LAUGHTER.)

17 (APPLAUSE.)

18 DONALD CARCIERI: THIRDLY -- THIRDLY, AN
19 IMPORTANT CONSIDERATION. THIRDLY, I DON'T
20 UNDERSTAND WHY WE ARE WHERE WE ARE IN THIS PROCESS,
21 BECAUSE THERE IS NO ONE TO DO THIS. WHY ARE WE
22 PUTTING THE ARMY CORPS OF ENGINEERS THROUGH THIS
23 PROCESS, SPENDING FEDERAL MONEY AND STATE DOLLARS,
24 WHEN THERE IS NO ONE TO COME FORWARD TO DO THIS?

1 AND UNLESS I UNDERSTAND IT, PERHAPS THE STATE IS
2 GOING TO DO THIS. IS THAT THE IMPLICATION OF THIS
3 APPLICATION, BECAUSE THERE IS NO ONE THAT HAS COME
4 FORWARD TO DO THIS?

5 THIS HAPPENED FOUR YEARS AGO, AND ALL IT
6 DID IS TURN THE STATE UPSIDE DOWN AND GOT NOWHERE.
7 SO WHY ARE WE DOING THIS IS NOT CLEAR TO ME AT ALL.

8 FOURTHLY, DREDGE AND FILL IS THE
9 PURPOSE, AS I UNDERSTAND IT, OF THIS APPLICATION.
10 DREDGE AND FILL. THE LAST TIME I LOOKED AT MY
11 CHART, IT SHOWED THE WATERS OFF OF QUONSET POINT
12 AROUND HOPE ISLAND AND PRUDENCE ISLAND DESIGNATED AS
13 A NATIONAL ESTUARY AND PRESERVE. MY UNDERSTANDING
14 IS THAT IS THE HIGHEST QUALITY DESIGNATION POSSIBLE.
15 I DON'T KNOW HOW IN GOD'S NAME WE CAN -- COULD
16 CONSIDER DOING ANYTHING THAT WOULD DEGRADE THAT.
17 PLEASE LOOK AT THAT. I DON'T UNDERSTAND IT AT ALL.

18 LASTLY, AN ISSUE THAT HAS NOT BEEN
19 TALKED ABOUT AT ALL THAT I DON'T EVEN KNOW HOW YOU
20 FACTOR INTO YOUR ANALYSIS, IS THE WHOLE QUESTION OF
21 THE IMPACT OF TERRORISM ON CONTAINERS TODAY. IT'S
22 ONE ISSUE IF THERE WERE ALREADY A PORT HERE, AS
23 THERE IS IN NEW YORK, NEW JERSEY, WHERE THEY HAVE TO
24 CONTEND WITH THAT ISSUE.

1 HOW DO YOU EVEN FACTOR INTO AN ANALYSIS
2 THE ISSUE OF THE POTENTIAL RISKS BEING ADVANCED IN
3 THAT?

4 OKAY. I WOULD ASK YOU TO TAKE A LOOK AT
5 THOSE FIVE THINGS, AND HOPEFULLY YOU WILL CONCLUDE,
6 AS WE ALL DID FOUR YEARS AGO, THAT THIS THING SHOULD
7 STOP NOW.

8 THANK YOU.

9 (APPLAUSE.)

10 MODERATOR ROSENBERG: THANK YOU, SIR.

11 OUR NEXT SPEAKER IS LINDA TURNER, WHO
12 WILL BE FOLLOWED BY STEVEN FAGE.

13 LINDA TURNER: MY NAME IS LINDA TURNER.

14 I'M A TECHNICAL EDITOR, AND I'M SPEAKING --

15 MODERATOR ROSENBERG: COULD YOU COME
16 CLOSER -- I'M SORRY TO INTERRUPT.

17 COULD YOU COME CLOSER TO THE MICROPHONE,
18 SPEAK UP A LITTLE.

19 LINDA TURNER: OH, I SEE.

20 MODERATOR ROSENBERG: THANK YOU, MA'AM.

21 LINDA TURNER: MY NAME IS LINDA TURNER.

22 I'M A TECHNICAL EDITOR. I'M SPEAKING AS A CONCERNED
23 INDIVIDUAL AND LOCAL RESIDENT. I LIVE IN NORTH
24 KINGSTOWN WITHIN A MILE OF THE PROPOSED SITE OF THE

1 CONTAINER PORT JUST ACROSS CAPE ROAD ON FISHING COVE
2 ROAD.

3 I HAVE SEEN LONG BEACH, CALIFORNIA. I
4 HAVE FAMILY THERE. I HAVE SEEN IT CHANGE
5 DRASTICALLY FOR THE WORST SINCE THE CONTAINER PORT
6 EXPANDED THERE. I HAVE SEEN THE TRUCKS IDLING AND
7 PARKED FOR MILES ALONG THE ROADS TO THE PORT AND THE
8 MOUNTAINS OF CONTAINERS, AND I HAVE EXPERIENCED THE
9 24 HOUR, 7-DAY-A-WEEK TRAFFIC, LIGHT AND NOISE
10 POLLUTION, AND SMOG. I UNDERSTAND THEIR AIR HAS
11 GOTTEN REALLY BAD, AND THE CITY CAN'T REGULATE IT,
12 BECAUSE THE PORT IS NOT WITHIN THEIR JURISDICTION.

13 I DID NOT SEE LIGHT, NOISE AND AIR
14 POLLUTION IN THE LIST OF EIS ANALYSIS TOPICS IN THE
15 PUBLIC NOTICE. I JOIN EVERYONE ELSE HERE IN ASKING
16 THE CORPS TO LOOK VERY CAREFULLY AT LIGHT, NOISE AND
17 AIR POLLUTION THAT WOULD BE GENERATED BY THE PORT,
18 BECAUSE I'M AS WORRIED ABOUT WHAT WILL HAPPEN TO MY
19 NEIGHBORHOOD, AS I AM ABOUT WHAT WILL HAPPEN TO THE
20 BAY.

21 THANK YOU.

22 MODERATOR ROSENBERG: THANK YOU, MA'AM.

23 (APPLAUSE.)

24 MODERATOR ROSENBERG: THE NEXT SPEAKER,

1 CHIEF FAGE, FOLLOWED BY MARY KAY CASSIDY.

2 STEVEN FAGE: GOOD EVENING. I AM STEVE
3 FAGE, CHIEF OF POLICE, FOR THE TOWN OF NORTH
4 KINGSTOWN.

5 AS THE CHIEF LAW ENFORCEMENT OFFICER FOR
6 THE TOWN OF NORTH KINGSTOWN, I RESPECTFULLY REQUEST
7 THAT THE FOLLOWING QUESTIONS BE EXPLORED WITH
8 SPECIFIC REGARD TO THEIR IMPACT ON THE SECURITY AND
9 PUBLIC SAFETY OF OUR COMMUNITY.

10 WHAT ADDITIONAL SERVICE EXPECTATIONS
11 WILL BE REQUIRED, EXPECTED, OR ASKED FOR OF THE
12 NORTH KINGSTOWN POLICE DEPARTMENT?

13 WHAT ADDITIONAL REVENUE RESOURCES HAVE
14 BEEN IDENTIFIED TO FUND SUCH SERVICES?

15 WHAT DO OTHER HOST COMMUNITIES OF SUCH
16 PORTS EXPERIENCE WITH REGARD TO CRIME, TRAFFIC AND
17 OTHER SAFETY ISSUES?

18 WILL A TRAINED SECURITY FORCE BE
19 ESTABLISHED BY THE EDC OR THE PORT OPERATOR?

20 WHAT PHYSICAL SECURITY, AS IN FENCE,
21 BARBED WIRE, GATES, LIGHTING, WILL BE IN PLACE?

22 WHAT TECHNOLOGY WILL BE USED FOR
23 SURVEILLANCE OF THE GROUNDS AND FOR CONTAINER
24 INSPECTIONS?

1 HAS A SECURITY PLAN BEEN DRAFTED OR
2 PROMULGATED?

3 WHAT SYSTEM WILL BE UTILIZED FOR
4 EMPLOYEE IDENTIFICATIONS?

5 ARE THERE LABOR OR IMMEDIATE ISSUES
6 WHICH COULD IMPACT PUBLIC SAFETY; IF SO, WHAT ARE
7 THEY?

8 WHEN WILL PORT OPERATIONS COMMENCE?

9 WILL ALL SECURITY MEASURES BE IN PLACE
10 AT THAT TIME?

11 HOW MANY CONTAINERS DO WE ANTICIPATE
12 GOING THROUGH THE FACILITY EACH YEAR?

13 HOW MANY TRUCK TRIPS IN AND OUT OF THE
14 PORT DO WE ANTICIPATE EACH YEAR?

15 WILL A STAGING AREA FOR TRUCKS BE
16 AVAILABLE 24 BY 7?

17 HAS A TRAFFIC MANAGEMENT PLAN BEEN
18 FORMALIZED OR UPDATED?

19 WITH RESPECT TO THE ALTERNATIVES
20 PROPOSED, WHAT WILL TRAFFIC IMPACT BE ON LOCAL
21 ROADS?

22 COULD DEVELOPMENT OF THE PROPOSED
23 PROJECT RESULT IN THE ROUTE 403 PHASE II EXTENSION
24 BEING COMPLETED EARLIER THAN PLANNED?

1 HAVE AIR QUALITY ISSUES BEEN ASSESSED
2 AND ADDRESSED?

3 HAVE NOISE ISSUES BEEN ASSESSED AND
4 ADDRESSED?

5 WILL THE PORT BE HANDLING EMPTY
6 CONTAINERS?

7 WHERE WILL THE CONTAINERS BE COMING
8 FROM?

9 WHAT ARE THE SECURITY ISSUES AND
10 STANDARDS AT THOSE PORTS OF ORIGIN?

11 WILL CONTAINERS CONTAIN HAZARDOUS
12 MATERIALS?

13 WILL LOCAL AUTHORITIES HAVE ACCESS TO
14 MANIFEST RECORDS?

15 WILL THERE BE A REVERSE FLOW OF
16 CONTAINERS?

17 ARE THERE PLANS TO INSTITUTE A HARBOR
18 MAINTENANCE TASK?

19 WILL THE DAVISVILLE FACILITY HAVE A US
20 CUSTOMS EXAM STATION?

21 WILL ON-SITE FACILITIES BE PROVIDED FOR
22 USE BY GOVERNMENT SECURITY AND LAW ENFORCEMENT
23 ORGANIZATIONS?

24 WHAT ACCESS AND IN WHAT NUMBERS WILL

1 FOREIGN NATIONALS HAVE TO THE LOCAL COMMUNITY?

2 CAN ACCESS BE LIMITED OR RESTRICTED; AND

3 IF SO, BY WHAT AUTHORITY?

4 HOW WILL LOCAL LAW ENFORCEMENT KNOW WHO

5 IS ALLOWED ACCESS AND WHEN?

6 WHAT LANGUAGE ISSUES WILL LOCAL LAW

7 ENFORCEMENT OFFICIALS HAVE TO DEAL WITH?

8 AND HOW WOULD THIS APPLICATION IMPACT

9 SECURITY CONSIDERATIONS AT AREA MILITARY

10 INSTALLATIONS, INCLUDING THE NAVAL WAR COLLEGE AND

11 THE RHODE ISLAND AIR AND ARMY NATIONAL GUARD

12 FACILITIES?

13 THANK YOU.

14 MODERATOR ROSENBERG: THANK YOU, SIR.

15 (APPLAUSE.)

16 MODERATOR ROSENBERG: NEXT SPEAKER, MARY

17 KAY CASSIDY, WHO BE FOLLOWED BY REBECCA PELLERIN.

18 MARY KAY CASSIDY: I AM HERE ON BEHALF

19 OF SOME OF THE RESIDENTS IN CEDARHURST CONDOMINIUM

20 COMPLEX RIGHT ON WICKFORD HARBOR, AND AN ADJACENT

21 NEIGHBOR TO QUONSET. WE'RE RIGHT NEXT DOOR.

22 WE HAVE ABOUT 151 CONDOMINIUMS AND ABOUT

23 30 SINGLE-FAMILY HOMES; AND ALONG WITH THE RESIDENTS

24 OF SHORE ACRES, OUR NEIGHBORHOOD WOULD BE IMPACTED

1 IN MANY WAYS. WE WOULD, AS HAS BEEN SAID MANY TIMES
2 TONIGHT, WE WOULD SEE EXTENDED TRUCK TRAFFIC AND
3 ROAD DAMAGE, NOISE POLLUTION AND LIGHTING POLLUTION,
4 AND THE DESTRUCTION OF OUR SURROUNDING FARM LAND,
5 WHICH IS NOW VERY MUCH LIKE LIVING IN A NATURE
6 PRESERVE.

7 THANK YOU.

8 (APPLAUSE.)

9 MODERATOR ROSENBERG: THANK YOU, MA'AM.

10 THE NEXT SPEAKER IS REBECCA

11 P-E-L-L-E-R-I-N. I'M NOT --

12 REBECCA PELLERIN: PELLERIN. CLOSE

13 ENOUGH.

14 MODERATOR ROSENBERG: THANK YOU. YOU'LL
15 BE FOLLOWED BY ELLEN PASTER.

16 REBECCA PELLERIN: MY NAME IS REBECCA
17 PELLERIN, AND I'M A PRINCIPAL PLANNER WITH THE NORTH
18 KINGSTOWN PLANNING DEPARTMENT. AND IN ADDITION TO
19 THE ISSUES THAT HAVE ALREADY BEEN PRESENTED HERE BY
20 TOWN COUNCIL MEMBERS AND TOWN STAFF, ONE OTHER SET
21 OF ISSUES THAT WE WOULD LIKE TO ENTER INTO THE
22 RECORD FOR THE SCOPING PROCESS ARE RELATED TO THE
23 TRANSPORTATION NETWORK, BOTH LOCALLY, REGIONALLY AND
24 STATEWIDE.

1 TWO COMPONENTS OF THE NETWORK THAT WE
2 PARTICULARLY WOULD LIKE YOU TO LOOK AT ARE THE ROAD
3 AND RAIL INFRASTRUCTURE.

4 THE QUESTIONS RAISED HERE ARE CRITICAL
5 IN DETERMINING THE FEASIBILITY OF THE PROPOSAL IN
6 THE APPLICATION, AND WHETHER THE EXISTING SYSTEM,
7 TRANSPORTATION SYSTEM, CAN ACCOMMODATE WHAT IS BEING
8 PROPOSED; AND IF NOT, WHAT DO WE NEED TO DO TO BE
9 ABLE TO DO THAT?

10 IN TERMS OF THE RAIL-RELATED IMPACTS,
11 THE FIRST SET OF QUESTIONS EVOLVED AROUND THE
12 OPERATIONAL FEASIBILITY OF THE RAIL NETWORK.

13 FIRST, WHAT ARE THE OPERATIONAL LIMITS
14 OF THE NORTHEAST CORRIDOR, FREIGHT TRAIN MOVEMENTS
15 BETWEEN THE PROPOSED PORT FACILITY AT QUONSET AND
16 WORCESTER?

17 SECOND, WHAT ARE THE POTENTIAL
18 INTERMODAL TRAIN OPERATIONAL TIME FRAMES THAT WOULD
19 BE REQUIRED TO PROVIDE THE LEVEL OF SERVICE AND
20 RELIABILITY DEMANDED BY THE USES OF THE
21 TRANSPORTATION NETWORK?

22 IF THE CONTAINERS DON'T ARRIVE ON TIME,
23 IT WON'T WORK.

24 THIRD, WHAT ADDITIONAL INFRASTRUCTURE

1 WOULD YOU REQUIRE TO MINIMIZE OR ELIMINATE SERVICE
2 DELAYS ALONG THE NORTHEAST CORRIDOR?

3 IN ADDITION TO OPERATIONAL FEASIBILITY,
4 THE NEXT SET OF QUESTIONS ARE RELATED TO THE
5 PROPOSED INTERMODAL SPLITS IN THE APPLICATION. THE
6 STATE IS PROPOSING THAT 40 TO 60 PERCENT OF THE
7 CARGO THAT IS LEAVING QUONSET WILL GO OUT BY RAIL.
8 MOST EAST COAST PORTS HAVE A CARGO SPLIT OF 12 TO
9 15 PERCENT BY RAIL VERSUS TRUCK.

10 THE QUESTION IS WHY WOULD THIS
11 PARTICULAR PROPOSAL HAVE SUCH A SIGNIFICANTLY HIGHER
12 INTERMODAL SPLIT IN PERCENTAGE OF CARGO LEAVING BY
13 RAIL?

14 AND RELATED TO THAT, IF THE CARGO SPLITS
15 HAVE TO BE CHANGED AND MORE OF THE CARGO HAS TO
16 LEAVE BY TRUCK, WHAT WILL THOSE IMPACTS BE ON OUR
17 ROAD SYSTEM?

18 THE THIRD AREA OF RAILROADING QUESTIONS
19 THAT WE WOULD LIKE ADDRESSED HAD TO DO WITH THE
20 DOWNSTREAM RAIL CLEARANCES AND CAPACITY CONSTRAINTS.
21 THE FIRST HAVE TO DO WITH THE MAINLAND CLEARANCES.
22 WHAT ARE THE RESTRICTIONS ON ALL THE ROUTES FOR THE
23 PROPOSED MARKETS OUT TO THE WEST?

24 AND SECOND, WHAT INFRASTRUCTURE

1 IMPROVEMENTS WILL BE REQUIRED ON THE DOWNSTREAM
2 CORRIDORS TO THOSE MIDWEST MARKETS FOR THE COST
3 MAKING IMPROVEMENT, AND WHAT ARE THE IMPACTS TO THE
4 ENVIRONMENT?

5 IN TERMS OF THE ROAD-RELATED QUESTIONS,
6 UM, THE FIRST IS WHERE DO THE ACTUAL AVERAGE DAILY
7 TRAFFIC PROJECTIONS FOR THE PROPOSED FULL BUILD OUT
8 OF THE QUONSET PORT FACILITY?

9 WHAT ARE THE PEAK HOUR TRAFFIC
10 CHARACTERISTICS FOR THE QUONSET PORT FACILITY, AND
11 HOW WILL THE TIMING OF THE PEAK HOUR TRAFFIC
12 CONDITION FOR THE PROPOSED PORT COINCIDE WITH PEAK
13 TRAFFIC CONDITIONS FOR THE WHOLE PARK, AND CAN THEY
14 OCCUR SIMULTANEOUSLY?

15 FOURTH, WHY IS IT THAT THE FUTURE
16 TRAFFIC PROJECTIONS WERE NOT ESTIMATED IN THE
17 APPLICATION USING THE STANDARD OF THE INSTITUTE OF
18 TRAFFIC ENGINEERS, OR ITE STANDARDS?

19 WE WOULD LIKE TO SEE HOW THOSE
20 PROJECTIONS WOULD CHANGE IF THE ITE STANDARDS WERE
21 UTILIZED INSTEAD.

22 AND LASTLY, HOW WILL COMMUNITIES OF
23 NORTH KINGSTOWN, SOUTH -- OR NORTH KINGSTOWN, EAST
24 GREENWICH AND WARWICK ALONG THE COASTAL CORRIDOR BE

1 IMPACTED IF THE CONNECTION BETWEEN ROUTE 95 SOUTH
2 AND ROUTE 4 IS NOT MADE?

3 AND, AGAIN, THIS IS JUST A SAMPLE OF THE
4 QUESTIONS THAT WE HAVE, AND WE WILL BE SUBMITTING
5 ALL OF THOSE QUESTIONS IN WRITING.

6 AND THANK YOU FOR THE OPPORTUNITY TO
7 SPEAK.

8 MODERATOR ROSENBERG: THANK YOU, MA'AM.
9 (APPLAUSE.)

10 MODERATOR ROSENBERG: THE NEXT SPEAKER,
11 ELLEN PASTER, WHO WILL BE FOLLOWED BY THOMAS
12 CARROLL.

13 ELLEN PASTER: MY NAME IS ELLEN PASTER.
14 I'M A RESIDENT OF NORTH KINGSTOWN. I AM ALSO A
15 NATIVE SOUTH CAROLINIAN WITH FAMILY AND PROPERTY
16 STILL IN CHARLESTON COUNTY, SOUTH CAROLINA.

17 AS A FREQUENT VISITOR, WHO FOLLOWS THE
18 CHARLESTON PORTS, I WOULD LIKE TO LOOK AT THE
19 REALITY OF THIS MODEL THAT IS USED FOR WORLD-CLASS
20 PORTS.

21 THERE HAS BEEN A BATTLE WAGING OVER THE
22 PROPOSED EXPANSION PLANS THERE. THE PORT AUTHORITY
23 MAINTAINS THAT IF THEY DO NOT EXPAND, THEY WILL LOSE
24 BUSINESS TO OTHER PORTS. THIS SAGA HAS INCLUDED

1 SECRET PLANS, SECRET NEGOTIATIONS, AND HAS DIVIDED
2 THE COMMUNITY WITH NO DISTINCTIONS ALONG RACIAL,
3 ECONOMIC, OR POLITICAL LINES.

4 HOWEVER, IN APRIL, THE SOUTH CAROLINA
5 LEGISLATURE BLOCKED EXPANSION PLANS TO DANIEL
6 ISLAND, WHICH RECENTLY HAS BECOME A NEW TOURIST
7 ATTRACTION FOR THE FAMILY CIRCLE WOMEN'S TENNIS
8 TOURNAMENT. THIS IS THE FIRST TIME THE QUALITY OF
9 LIFE HAS BEEN CHOSEN OVER PORT EXPANSION.

10 THE REALITY IS THAT ONCE A PORT GOES IN,
11 THERE IS PRESSURE TO EXPAND TO COMPETITION FROM
12 OTHER EAST COAST PORTS. HOWEVER, IT HAS BEEN SHOWN
13 THAT THE AIRPORT NEEDS A STATE REPORT AND THE OFFICE
14 MUST SEE IT FOR ECONOMIC DEVELOPMENT.

15 SOUTH CAROLINA'S STATE MANUFACTURING
16 OUTPUT ACTUALLY FELL IN THE 1990S DESPITE THE PORT'S
17 GROWTH. MANUFACTURING EMPLOYMENT DECREASED 57,000
18 JOBS IN THE LAST CENSUS AND HAS DECREASED AN
19 ADDITIONAL 21,000 JOBS SINCE THE CENSUS WAS TAKEN.

20 THERE ARE OTHER ASPECTS OF LIFE AT THE
21 PORT IN CHARLESTON THAT BEAR CONSIDERATION. THERE
22 WAS A TWO-DAY STRIKE BY CRANE OPERATORS IN MAY THAT
23 LEFT SHIPS IDLE AND THE PORT AUTHORITY CONCERNED
24 ABOUT ITS REPUTATION. THIS ILLUSTRATES THAT THE

1 PORT'S STRUCTURE IS SUCH THAT ONLY 32 PEOPLE STAGING
2 A PROTEST CAN SHUT DOWN THE ECONOMY.

3 LAWSUITS WERE FILED BY HOMEOWNERS
4 COMPLAINING ABOUT NOISE AND VIBRATION COMING FROM
5 THE SPA WANDO TERMINAL AND DEMANDING THAT THE SPA
6 PAY RESIDENTS FOR THE LOSS IN VALUE OF THEIR HOMES.
7 A PORT CONSULTANT HAS RECOMMENDED A 45-FOOT BERM TO
8 BE CONSTRUCTED AT A COST OF SEVERAL MILLION DOLLARS.
9 THERE ARE OTHER ACCOMMODATIONS THAT HAVE BEEN SPENT
10 AND WERE NOT ACCOMMODATED -- THAT WERE NOT
11 CONTEMPLATED.

12 IN APRIL, THERE WAS A 5,000 GALLON OIL
13 SPILL ALONG THE WELCH TERMINAL REQUIRING
14 ENVIRONMENTAL CLEANUP. THE WEAKENED GLOBAL ECONOMY
15 AND INCREASING COMPETITION FROM OTHER REGIONAL PORTS
16 HAS DECREASED CHARLESTON'S CONTAINER VOLUME BY NINE
17 PERCENT.

18 TRAFFIC ISSUES. AS A FREQUENT DRIVER ON
19 THE MARK CLARK EXPRESSWAY, WHICH SERVICES THE PORT,
20 AS WELL AS NEIGHBORING COMMUNITIES, I CAN TELL YOU
21 THAT TRUCKS ARE PLENTIFUL. ONE WRITER TO THE
22 CHARLESTON POST AND COURIER CITED 75 CONTAINER
23 TRUCKS IN 15 MINUTES. PICTURE THIS ON DEVIL'S FOOT
24 ROAD.

1 THERE ARE ALSO CONCERNS ABOUT TERRORISM,
2 AND THE COAST GUARD HAS WARNED CHARLESTON AND EVERY
3 US PORT THAT TERRORISTS MAY BE TRYING TO SNEAK INTO
4 THE COUNTRY BY HIDING IN SHIPPING CONTAINERS.

5 I HAVE PREPARED A REPORT WITH DETAILS OF
6 THIS SITUATION, AND HAVE INCLUDED BACKUP ARTICLES
7 FROM THE PRESS. A LOOK AT THE PORT CLIMATE IN SOUTH
8 CAROLINA COULD WELL BE AN INDICATOR OF OUR FUTURE
9 WITH THESE KINDS OF PRESSURE TO STAND AND
10 DIVISIVENESS, AS WELL AS THE OTHER CONCERNS IN THE
11 ENVIRONMENT AND TRAFFIC.

12 I HOPE YOU WILL TAKE THIS INTO ACCOUNT
13 WHILE YOU'RE MAKING YOUR DECISIONS.

14 THANK YOU VERY MUCH.

15 MODERATOR ROSENBERG: THANK YOU, MA'AM.

16 (APPLAUSE.)

17 MODERATOR ROSENBERG: THE NEXT SPEAKER,
18 THOMAS CARROLL, FOLLOWED BY ART HANDY.

19 THOMAS CARROLL: THANK YOU VERY MUCH FOR
20 LETTING ME SPEAK.

21 I'M NOT A POLITICIAN OR ADMINISTRATOR.
22 I AM A REGULAR NORTHEASTERN CITIZEN. I LIVE ON
23 DEVIL'S FOOT ROAD. I SEE THIS TRAFFIC EVERY DAY.
24 BUT TRUCKS WITH THE CARS COMING DOWN TO THE PORT,

1 AND THE PEOPLE HAVEN'T MENTIONED ANYTHING ABOUT THE
2 TWO BIG EVENTS THAT THIS TOWN HOLDS EVERY YEAR,
3 WICKFORD ART FESTIVAL. WE HAVE HUNDREDS OF PEOPLE
4 COMING IN HERE. THE AIR SHOW THE END OF THIS MONTH
5 IS COMING UP WITH PROBABLY 100,000 PEOPLE.

6 NOW, THOSE TWO EVENTS JUST BY
7 THEMSELVES, ACCOMPANIED WITH THIS PORT, IS GOING TO
8 MAKE IT VERY DIFFICULT FOR RESIDENTS LIKE ME TO EVEN
9 GET OUT OF MY DRIVEWAY SO I CAN GO SHOPPING OR
10 SOMETHING. THIS IS VERY DIFFICULT.

11 I ABSOLUTE AGREE WITH WHAT THE CHIEF OF
12 POLICE SAID. THE SECURITY WITH THESE BACK-STABBING
13 TERRORISTS IS GOING TO BE VERY DIFFICULT WITH MANY
14 CONTAINERS, AND HOW MANY DO YOU CHECK, OR NOT CHECK
15 OR WHO -- WHERE DO THE CAMERAS GO. I AM WELL
16 FAMILIAR WITH SECURITY. I HAVE SEEN MORE THAN MOST
17 PEOPLE. I WAS IN WEST BERLIN IN THE US AIR FORCE.

18 NOW, YOU CAN'T HAVE TOO MUCH SECURITY,
19 BUT YOU HAVE GOT TO HAVE ENOUGH TO COVER THE AREA.
20 SO YOU ALSO GOT TO CONSIDER, YOU KNOW, YOU GOT THIS
21 AREA THAT I'M INTERESTED IN, LIKE THE SARATOGA. MY
22 BFW POST 52 WANTS TO GET THE SARATOGA IN THERE. WE
23 WANT TO DO THE DREDGING. WE DON'T WANT IT AT THE
24 EXPENSE OF THE ECONOMY. THAT'S THE BIG THING.

1 THE OTHER THING IS I USED TO WORK AT EB
2 10 YEARS, AND ELECTRIC BOAT WOULD LIKE NOTHING
3 BETTER THAN TO GET IT IN SO THEY CAN WORK DRY DOCK.
4 JUST LIKE OVER AT GROTON, BUT THEY DON'T WANT TO DO
5 THAT IF IT'S GOING TO BE ENVIRONMENTALLY -- NOT
6 ENVIRONMENTALLY GOOD FOR THE PEOPLE IN THE AREA.

7 I JUST WANT YOU TO HAVE THESE CONCERNS.

8 I HAVE A BROTHER THAT LIVES IN
9 HILLSBORO, OREGON, APPROXIMATELY 20 MILES WEST OF
10 PORTLAND. NOW, HE TELLS ME, AND THIS IS 20 MILES
11 AWAY, THAT THEY GET A LOT MORE VOLUME OF TRAFFIC,
12 MORE CRIME, MORE OTHER THINGS ASSOCIATED WITH THIS.
13 PORTLAND HAS PROBABLY, I WOULD SAY, 50 TO 100 TIMES
14 MORE VOLUME THAN THIS AREA, THAN THE COLUMBIA RIVER.
15 SO I WOULD LIKE YOU TO CONSIDER ALL THESE THINGS,
16 ESPECIALLY THE ENVIRONMENTAL THINGS. I WOULD LIKE
17 MY GRANDSON TO GROW UP WITH A BETA QUEEN AND NOT
18 HAVE AN OIL SPILL OR ANYTHING ASSOCIATED WITH IT.

19 THANK YOU VERY MUCH.

20 MODERATOR ROSENBERG: THANK YOU, SIR.

21 (APPLAUSE.)

22 MODERATOR ROSENBERG: OUR NEXT SPEAKER,
23 ART HANDY. HE WILL BE FOLLOWED BY KATE CANADA.

24 ART HANDY: THANK YOU FOR THE

1 OPPORTUNITY TO SPEAK TONIGHT.

2 MY NAME IS ART HANDY, AND I'M THE
3 DIRECTOR OF ADVOCACY AND COMMUNICATIONS AT THE
4 AMERICAN LUNG ASSOCIATION OF RHODE ISLAND.

5 THE LUNG ASSOCIATION'S MISSION IS TO
6 PREVENT LUNG DISEASE AND PROMOTE LUNG HEALTH. LUNG
7 DISEASE IS THE NUMBER THREE KILLER IN THE UNITED
8 STATES. WE BELIEVE THAT THE POLLUTION EMISSIONS
9 FROM THE GREATER LEVELS OF TRUCK TRAFFIC, SHIP
10 TRAFFIC AND OTHER VEHICLE EMISSIONS THROUGH TRAFFIC
11 CONGESTION DUE TO THE PROPOSED CONTAINER PORT AT
12 QUONSET-DAVISVILLE WOULD CREATE -- I'M SORRY --
13 WOULD CAUSE INCREASED DAMAGE TO LUNG HEALTH.
14 SPECIFICALLY, THIS DAMAGE WILL AFFECT THE WORKERS OF
15 THE PORT, THE RESIDENTS IN THE SURROUNDING AREAS AND
16 RHODE ISLANDERS, ALONG TRANSPORTATION CORRIDORS OUT
17 OF THOSE PORTS.

18 TWO OF THE POLLUTANTS THAT WE URGE YOU
19 TO TAKE A CLOSE LOOK AT ARE OZONE AND PARTICULATES,
20 BOTH COMPONENTS OF DIESEL EXHAUST. DIESEL EXHAUST,
21 OR ANY OF THE INDIVIDUAL SUBSTANCES CONTAINED IN IT,
22 INCLUDING ARSENIC, BENZINE, FORMALDEHYDE, NICKEL,
23 HAVE THE POTENTIAL TO CONTRIBUTE TO MUTATIONS IN
24 CELLS THAT CAN LEAD TO CANCER.

1 IN FACT, LONG-TERM EXPOSURE TO DIESEL
2 EXHAUST PARTICLES POSES THE HIGHEST CANCER RISK OF
3 ANY TOXIC AIR CONTAMINANT EVALUATED BY THE
4 CALIFORNIA EPA'S OFFICE OF ENVIRONMENTAL HEALTH
5 HAZARD ASSESSMENT.

6 WE URGE YOU TO LOOK AT THE COSTS OF
7 INCREASED DIRECT AND INDIRECT HEALTHCARE, RATHER THE
8 COST OF DIRECT AND INDIRECT HEALTHCARE COSTS DUE TO
9 THIS PROPOSAL.

10 ASTHMA IS A CHRONIC DISEASE THAT CAUSES
11 CONSTRICTION AND BLOCKAGE OF THE LUNG'S AIRWAYS,
12 AFFECTING OVER 20 MILLION IN THE UNITED STATES, AND
13 OVER 64,000 IN RHODE ISLAND, AND IT'S THE NUMBER ONE
14 PRIME DISEASE AMONG CHILDREN. THE ESTIMATED DIRECT
15 AND INDIRECT COSTS OF THAT DISEASE ARE 12.6 BILLION
16 IN THE US AND 40.7 MILLION IN RHODE ISLAND.

17 CHILDREN ARE AMONG THE MOST VULNERABLE
18 TO HEALTH EFFECTS OF DIESEL EXHAUST EXPOSURE,
19 CONSTANT, SIGNATURE EXPOSURE TO DIESEL EXHAUST,
20 COUPLED WITH THE CHILD'S HEIGHTENED VULNERABILITY TO
21 POLLUTION, IS WIDELY RECOGNIZED AS A POTENTIAL CAUSE
22 OF SEVERE HEALTH PROBLEMS IN CHILDREN. IT IS WELL
23 KNOWN, FOR EXAMPLE, THAT CHILDREN RAISED IN HEAVILY
24 POLLUTED AREAS FACE THE PROSPECT OF REDUCED LUNG

1 CAPACITY AND PREMATURELY AGED LUNGS.

2 STUDIES HAVE SHOWN THAT THE PROXIMITY OF
3 A CHILD'S SCHOOL OR HOME TO MAJOR ROADS MAY BE
4 LINKED TO ASTHMA, AND THE SEVERITY OF CHILDREN'S
5 ASTHMATIC SYMPTOMS INCREASE WITH PROXIMITY TO TRUCK
6 TRAFFIC.

7 WE URGE YOU TO LOOK AT THE RISKS TO
8 OCCUPATIONAL HEALTH. ONE OF THE GROUPS THAT WILL BE
9 MOST HARSHLY AFFECTED BY THE POLLUTION ARE TRUCK
10 DRIVERS, WORKERS AT THE PORT FACILITY AND OTHER
11 WORKERS IN THE COMMERCE PARK. THE TRUCKS PICKING UP
12 AND DROPPING OFF CONTAINERS WILL BE FORCED TO LEAVE
13 THE TRUCKS RUNNING FOR HOURS TO WAIT IN LINE TO LOAD
14 AND UNLOAD.

15 IN ADDITION, IMMEDIATE PROBLEMS CAUSED
16 BY THE LUNG IRRITANTS THESE WORKERS WILL FACE
17 INCREASED RISK OF LUNG CANCER. IN ITS COMPREHENSIVE
18 ASSESSMENT OF DIESEL EXHAUST, THE CALIFORNIA EPA'S
19 OFFICE OF ENVIRONMENTAL HEALTH HAZARD ASSESSMENT
20 ANALYZED MORE THAN 30 STUDIES OF PEOPLE WHO WORKED
21 AROUND DIESEL EQUIPMENT, INCLUDING TRUCK DRIVERS,
22 RAILROAD WORKERS AND EQUIPMENT OPERATORS. THE STUDY
23 SHOWED THAT THESE WORKERS WERE MORE LIKELY TO
24 DEVELOP LUNG CANCER THAN WORKERS WHO WERE NOT

1 EXPOSED TO DIESEL EMISSIONS. THESE STUDIES PROVIDE
2 STRONG EVIDENCE THAT LONG-TERM OCCUPATIONAL EXPOSURE
3 TO DIESEL EXHAUST INCREASES THE RISKS OF LUNG
4 CANCER.

5 WE ALSO URGE YOU TO TAKE A STRONG LOOK
6 AT THE EXHAUST, THE DIESEL EXHAUST, FROM THE SHIPS
7 THAT ARE GOING TO BE COMING IN AND COMING OUT OF THE
8 PORTS. WE URGE YOU TO EXAMINE THE INCREASED NUMBER
9 OF HIGH OZONE DAYS THAT THIS PROPOSAL WOULD CAUSE.

10 THE AMERICAN LUNG ASSOCIATION OF RHODE
11 ISLAND STRONGLY URGES THE ARMY CORPS TO LOOK CLOSELY
12 AT THE FULL IMPACT OF THESE PROPOSALS ON AIR QUALITY
13 AND THEIR RESULTING DANGER TO PUBLIC HEALTH.

14 THANK YOU.

15 MODERATOR ROSENBERG: THANK YOU, SIR.

16 (APPLAUSE.)

17 ART HANDY: THANK YOU.

18 MODERATOR ROSENBERG: THE NEXT SPEAKER,
19 KATE CANADA, WHO WILL BE FOLLOWED BY SHEILA
20 D-O-R-M-O-D-Y.

21 KATE CANADA: THANK YOU VERY MUCH.

22 MY NAME IS KATE CANADA, AND I AM AN
23 ADVOCATE FOR THE RHODE ISLAND PUBLIC INTEREST
24 RESEARCH GROUP, WHICH IS A NONPROFIT, NONPARTISAN,

1 PUBLIC INTEREST ADVOCACY ORGANIZATION. WE WORK ON A
2 BROAD RANGE OF ISSUES AFFECTING THE PUBLIC RANGING
3 FROM ENVIRONMENTAL TO CONSUMER AND GOVERNMENT ISSUES
4 AND ARE REPRESENTING OUR MEMBERS THROUGHOUT THE
5 STATE.

6 WE URGE YOU TO TAKE ALL OF THE ISSUES
7 AND QUESTIONS THAT COME UP THROUGHOUT THIS PROCESS
8 HERE SERIOUSLY. THE PROPOSED CONTAINER PORT WOULD
9 SIGNIFICANTLY CHANGE OUR ENVIRONMENT AND WAY OF LIFE
10 IN RHODE ISLAND. EVERY RESIDENT IS AFFECTED BY WHAT
11 HAPPENS TO NARRAGANSETT BAY, AND I URGE YOU TO LOOK
12 STATEWIDE AT THE ISSUES AFFECTING THE PROPOSAL.

13 I WILL BE SUBMITTING WRITTEN TESTIMONY
14 WITH MORE DETAIL, BUT WANT TO QUICKLY TOUCH ON TWO
15 ISSUES.

16 THE FIRST QUESTION IS HOW THIS PORT PLAN
17 WOULD BE FINANCED. A FULL EVALUATION AND TALLY OF
18 THE SUBSIDIES PAID BY RHODE ISLAND TAXPAYERS TO DATE
19 AND WHAT IS PROJECTED THROUGHOUT THE PROCESS IS
20 NECESSARY. THE CORPS SHOULD EVALUATE THE SUBSIDIES
21 MADE TO EXISTING EAST COAST PORTS AND OTHER PORTS
22 SERVING THE MIDWEST MARKET. WE WANT THE CORPS TO
23 MAKE EXCLUSIVE THE SUBSIDIES ALONG THE WAY FROM
24 FEDERAL AND STATE SUBSIDIES AFFECTING EVERYTHING

1 FROM FREE TRADE, TRANSPORTATION AND DREDGING AND
2 BEYOND. THE CORPS SHOULD TAKE INTO ACCOUNT ALL
3 SCENARIOS, INCLUDING THE COST-SHARE AGREEMENT
4 BETWEEN THE STATE WITH THE CORPS REGARDING DREDGING
5 THE CHANNEL. RHODE ISLAND SHOULD NOT HAVE TO PAY
6 FOR THIS POLLUTING INDUSTRY AND PROPOSAL.

7 ANOTHER ISSUE I WOULD LIKE TO MENTION IS
8 THE ISSUE OF AIR QUALITY. THE ENTIRE STATE ECONOMY
9 IS IN NONATTAINMENT OF THE NATIONAL AMBIENT AIR
10 QUALITY STANDARDS FOR OZONE.

11 HOW WILL RHODE ISLAND DEAL WITH
12 INCREASED CAR, TRUCK AND BARGE POLLUTION, THE NUMBER
13 ONE CAUSE OF AIR POLLUTION IN RHODE ISLAND?

14 HOW WILL RHODE ISLAND DEAL WITH THIS
15 INCREASED AIR POLLUTION ISSUE WHEN WE ALREADY ARE
16 GRAPPLING WITH THE CURRENT SITUATION?

17 DIESEL BUSES AND BARGES EMIT FINE
18 PARTICULATE MATTER THAT CAN LEAD TO CANCER AND MANY
19 OTHER ILLNESSES. PLEASE LOOK AT ALL THE AIR
20 POLLUTION EFFECTS IN THIS PROPOSAL.

21 THANK YOU FOR THE OPPORTUNITY TO TESTIFY
22 THIS EVENING, AND PLEASE CONTINUE TO LOOK AT ALL THE
23 ISSUES FULLY AND COMPLETELY BEFORE GOING FORWARD.

24 THANK YOU VERY MUCH.

1 MODERATOR ROSENBERG: THANK YOU.

2 (APPLAUSE.)

3 MODERATOR ROSENBERG: THE NEXT SPEAKER,
4 SHEILA D-O-R-M-O-D-Y, FOLLOWED BY MARILYN COHEN'S
5 CARD. THANK YOU. FOLLOWED BY JOHN HARDIMAN. I
6 WILL SPELL THAT LATER. WE'LL TRY.

7 SHEILA DORMODY: GOOD EVENING. MY NAME
8 IS SHEILA DORMODY. I AM THE RHODE ISLAND DIRECTOR
9 OF CLEAN WATER ACTION, AND I AM HERE TONIGHT
10 REPRESENTING CLEAN WATER ACTION'S 10,000 MEMBERS IN
11 THE STATE OF RHODE ISLAND. AND I THANK YOU FOR THE
12 OPPORTUNITY TO AIR CLEAN WATER ACTION'S QUESTIONS
13 REGARDING THE ENVIRONMENTAL IMPACT OF THE PROPOSED
14 CONTAINER PORT.

15 IF YOU CHOOSE TO GO AHEAD WITH THE
16 ENVIRONMENTAL IMPACT STATEMENT, RATHER THAN HONOR
17 THE REQUEST THAT HAS BEEN MADE FOR A MORE COMPLETE
18 APPLICATION, WE ENCOURAGE YOU TO CONSIDER OUR
19 QUESTIONS ABOUT THE PROPOSAL CONCERNING BOTH THE
20 POTENTIAL RUNOFF POLLUTION PROBLEMS, AS WELL AS THE
21 POTENTIAL FOR ENDANGERED SPECIES TO DESTRUCT THE
22 BAY'S ECOSYSTEM.

23 REGARDING THE RUNOFF, IT'S CLEAR THAT
24 TRUCKS AND COMMUTER TRAFFIC WILL EXACERBATE THE

1 POLLUTION CONCERNS. WE ENCOURAGE THE CORPS TO TAKE
2 BASELINE STUDIES OF EXISTING AREAS OF RUNOFF
3 PROBLEMS.

4 IN ADDITION, THE CORPS SHOULD STUDY AND
5 EVALUATE POSSIBLE CONTAMINATION OF WELL WATER AND
6 AQUIFER SOURCES, NOT ONLY IN THE IMMEDIATE QUONSET
7 AREA, BUT ALL ALONG THE PROBABLE TRUCK ROUTES THAT
8 DALE GROGAN MENTIONED EARLIER, ROUTES 102, 403, 138,
9 4, 95, 295 AND UP TO 146.

10 REGARDING THE POTENTIAL FOR INVASIVE
11 SPECIES COMING FROM THE BALLAST WATER, WE KNOW THAT
12 AQUATIC LIFE WILL BE TAKEN INTO SHIPS AT THEIR
13 ORIGIN IN THE BALLAST AND TRAVEL ACROSS THE GLOBE
14 HERE TO RHODE ISLAND. SHIPS WILL RELEASE THE
15 BALLAST WATER WHEN THEY ARRIVE AT THE PORT. THEY
16 MIGHT RELEASE IT IN RHODE ISLAND SOUND, OR THEY
17 MIGHT RELEASE IT IN THE BAY. THERE IS NO WAY OF
18 KNOWING, BECAUSE THERE IS CERTAINLY NO REGULATION OF
19 THE RELEASE OF BALLAST WATER. THEREFORE, WE ASK THE
20 CORPS TO EXAMINE THE FOLLOWING FOUR CONCERNS:

21 FIRST, HOW WILL THE CORPS PROJECT THE
22 POSSIBLE DAMAGE TO NARRAGANSETT BAY'S ECOSYSTEM FROM
23 INVASIVE SPECIES?

24 THE CORPS SHOULD LOOK AT EXISTING DAMAGE

1 TO CHESAPEAKE BAY, PORTLAND, MAINE AND LAKE MICHIGAN
2 FROM THE SAME SOURCE.

3 SECOND, THE CORPS SHOULD ANALYZE THE
4 EAST COAST DAMAGE DONE BY THE ASIAN SHORE CRAB, THE
5 EUROPEAN PERIWINKLE, THE ASIAN WHELK AND PACIFIC RED
6 SEAWEED, AND PROJECT POSSIBLE DAMAGE TO NARRAGANSETT
7 BAY AND RHODE ISLAND SOUND OVER THE NEXT 20 YEARS.

8 THIRD, WHAT ARE THE ECONOMIC IMPACTS OF
9 THE INVASIVE SPECIES DAMAGE TO THE ECOSYSTEMS;
10 SPECIFICALLY IMPACT ON TOURISM, FISHING AND
11 SHELLFISHING INDUSTRIES.

12 FOURTH AND LASTLY, THE CORPS SHOULD
13 EVALUATE AND ANALYZE PLANKTONIC AND NEKTONIC
14 ORGANISMS IN BALLAST WATER, ATTACHED AND FREE-LIVING
15 FOULING ORGANISMS ON HULLS, RUDDERS, PROPELLERS, OR
16 PROPELLER SHAFTS, BALLAST TANKS AND BALLAST CARGO
17 HOLDS. ALSO, ORGANISMS ASSOCIATED WITH ANCHORS,
18 ANCHOR CHAINS AND ANCHOR CHAIN LOCKERS.

19 THANK YOU AGAIN FOR THE CONSIDERATION OF
20 THESE ISSUES AND THIS OPPORTUNITY TO RAISE THESE
21 QUESTIONS.

22 MODERATOR ROSENBERG: THANK YOU, MA'AM.
23 (APPLAUSE.)

24 MODERATOR ROSENBERG: THE NEXT SPEAKER,

1 JOHN H-A-R-D-I-M-O-R-I MAYBE.

2 JOHN HARDIMAN: THANK YOU.

3 MODERATOR ROSENBERG: AND SIR, YOU WILL
4 BE FOLLOWED BY JOHN O'BRIEN.

5 JOHN HARDIMAN: I LIKE THAT NEW NAME YOU
6 GAVE ME. IT'S HARDIMAN, AND YOU GAVE ME HARDIMORI.

7 (LAUGHTER.)

8 MODERATOR ROSENBERG: WELCOME TO MY
9 CLAN.

10 JOHN HARDIMAN: THANK YOU.

11 THANK YOU FOR GIVING ME THE OPPORTUNITY
12 TO SPEAK OUT ON THIS CONTAINER BAY.

13 I HAVE -- I LIVE IN CHARLESTOWN. I'M
14 NOT ON THE BAY. I DON'T OWN THE BAY. I FEEL VERY
15 CLOSE TO THE BAY. I FEEL PART OF THE BAY IN
16 CHARLESTOWN.

17 IT COMES AROUND AND, YOU KNOW, THE OIL
18 SPILL AND MATUNUCK BEACH, I CAN STILL SMELL THE OIL
19 STENCH. AND I WITNESSED HUNDREDS OF PEOPLE COMING
20 OUT ON A COLD WINTER DAY CARRYING BASKETS TO SAVE
21 DUCKS AND FISH AND MUSSELS, ALL THE THINGS THAT LIVE
22 IN THE WATER THAT WE DO NOT SEE, EXCEPT ON OUR
23 DINNER TABLE. BUT THE FACT IS WE HAVE A GREAT
24 IMPACT ON WHAT IS GOING ON IN OUR COUNTRY

1 ECONOMICALLY, AND THIS IS WHERE I COME TO SAY IN THE
2 NAME OF MY EIGHT GRANDCHILDREN, I OPPOSE THE
3 CONTAINER PORT, BECAUSE IT'S A LOBBY OF THE OIL
4 INDUSTRY, WHICH HAS MANY BRANCHES, AND IT'S
5 AFFECTING ALL OF US. IT'S AFFECTING OUR BIRDS. AND
6 NARRAGANSETT BAY IS A WORLD BAY. IT'S THE ENVY OF
7 MANY COUNTRIES THAT COME TO VISIT THE OCEANOGRAPHY
8 SCHOOL.

9 NOW, I HAVE TALKED TO PROFESSOR
10 CORNELL -- CORRECTION -- PROFESSOR SAILER OF CORNELL
11 UNIVERSITY AFTER HE GAVE A LECTURE ON FISHERY, WORLD
12 FISHERY, WHICH HE IS WORLD RECOGNIZED, AND I ASKED
13 HIM ABOUT DREDGING. HE HAD GRAVE CONCERN ABOUT
14 DREDGING, THE CHANGES, THE OCEAN CURRENTS, AND
15 INFLUENCES HOW MARINE LIFE IS -- IS DOING, WHAT
16 HAPPENS TO IT. WE ARE PART OF THAT MARINE LIFE. WE
17 ARE NOT SEPARATE.

18 I MUST MENTION -- I SEE THE YELLOW LIGHT
19 IS ON, AND I'LL QUICKLY END BY SAYING THE PEOPLE
20 ALONG THE BAY ARE DEMOCRATICALLY EXPRESSING
21 OPPOSITION TO THIS, AND IT'S TIME THE GOVERNOR -- I
22 RESPECT THE DEMOCRATS RULE OF GOVERNMENT, AND THAT
23 CONTINUED LOBBY IS PLANNED.

24 I ATTEND THE NARRAGANSETT INDIAN CHURCH,

1 AND ONE OF THE THINGS I LEARN THERE IS THAT THE
2 NATIVE INDIAN CULTURE, OF WHICH WE ARE A PART IN A
3 WAY, BECAUSE WE ARE ENJOYING HOW THEY TOOK CARE OF
4 IT. NOBODY OWNED ANYTHING. THEY WERE PART OF
5 EVERYTHING AND THAT THERE WERE CARETAKERS. WE HAVE
6 TO LEARN TO BE CARETAKERS.

7 I GET EMOTIONAL, AND THIS IS PART OF MY
8 FEELINGS, AND THERE IS AN OLD INDIAN SAYING, YOU CAN
9 PLAY AROUND WITH FATHER DIVINE AS MUCH AS YOU WANT,
10 BUT DON'T MESS WITH MOTHER NATURE, AND IT SEEMS THAT
11 OUR WHITE DOMINANT AMERICAN CLASS HAS BEEN MESSING
12 AROUND WITH MOTHER NATURE A LONG, LONG TIME. WE
13 HAVE TO STOP IT.

14 THANK YOU.

15 MODERATOR ROSENBERG: THANK YOU, SIR.

16 (APPLAUSE.)

17 MODERATOR ROSENBERG: OUR NEXT SPEAKER,
18 JOHN O'BRIEN, AND WILL BE FOLLOWED BY PAUL VOLMER.

19 JOHN O'BRIEN: THANK YOU VERY MUCH.

20 HI. MY NAME IS JOHN O'BRIEN, AND I AM A
21 RESIDENT OF NORTH KINGSTOWN, AND A BOARD MEMBER OF
22 THE CCC. I WANT TO TALK ABOUT FOUR ISSUES TONIGHT.
23 THE FIRST ONE IS RAIL.

24 THE CAPACITY ISSUE ON THE RAILROAD IS

1 KEY. WHAT IS THAT CAPACITY? IT WAS NOT RESOLVED
2 DURING THE STAKEHOLDER PROCESS. THE TRANSYSTEMS
3 STUDY DATED THIS YEAR FINDS MORE TRAINS THAN IN
4 ORIGINAL PROJECTIONS. WOULD YOU ANSWER THE
5 QUESTIONS RAISED IN THIS STUDY, AND ALSO THE
6 QUESTIONS RAISED IN THE RHODE ISLAND GROW SMART
7 REPORT DATED 5/24/02?

8 HAS THE DESIGN CAPACITY CHANGED?

9 A HUGE INCREASE IN PASSENGER SERVICE ON
10 THE MAIN LINE, AND THE THOUGHT OF COMMUTER RAIL BOTH
11 TO QUONSET AND T.F. GREEN MUST BE PART OF ANY
12 ANALYSIS.

13 AMTRAK IS PUBLICLY SILENT ON THE MAJOR
14 USE OF THEIR RIGHT OF WAY. WOULD YOU ASK THEM FOR
15 A CLEAR, UNAMBIGUOUS PUBLIC STATEMENT ABOUT FREIGHT,
16 COMMUTER AND AUTO TRAINS USING THEIR FIVE TO SEVEN
17 MILE STRETCH OF MAIN LINE WITH ITS, QUOTE, NO
18 MEET-NO PASS CONSTRAINT?

19 RHODE ISLAND DOT HAS SAID ALL FREIGHT
20 WILL HAVE TO MOVE AT NIGHT. WOULD YOU INCLUDE IN
21 YOUR NOISE STUDY THE NEIGHBORHOODS AFFECTED FROM
22 NORTH KINGSTOWN TO CENTRAL FALLS.

23 DOUBLE STACK USE WILL ONLY BE FOR THE
24 CSX RAILROAD. ANY LINK TO THE NORFOLK-SOUTHERN

1 RAILROAD HAS BRIDGE CONSTRAINTS IN NEW YORK.

2 HAVE YOUR CONSULTANT COMMENT ON THIS, AS
3 SHIPPING LINES PREFER TO DEAL WITH TWO CLASS 1
4 RAILROADS, NOT ONE INTERLINE REGIONAL RAILROAD.

5 AS PART OF YOUR ECONOMIC STUDY, INCLUDE
6 THE IMPACT THAT THE PROPOSED DOUBLE STACKED
7 CONTAINER STATION PRESENTLY BEING DEVELOPED BY THE
8 PROVIDENCE AND WORCESTER RAILROAD IN EAST PROVIDENCE
9 WILL HAVE ON QUONSET-DAVISVILLE.

10 THE ROAD. WE NEED A BASELINE TRAFFIC
11 STUDY NOW. CONSULTANTS HAVE REDUCED DAILY TRAFFIC
12 USAGE BY 25,000 VEHICLES PER DAY BETWEEN '99 AND
13 '01, BY USING A DISCLAIMER THAT QUONSET HAS, QUOTE,
14 UNIQUE TRAVEL CHARACTERISTICS. PLEASE. GOOD PUBLIC
15 PLANNING SHOULD NOT HAVE TO DEAL WITH SUSPECT
16 NUMBERS.

17 PHASE II OF ROUTE 403 IS NOT IN THE
18 DOT/FIP, WHICH LASTS UNTIL SEPTEMBER 2004. SO THE
19 BEST ESTIMATES FOR COMPLETION OF 403 AND THE
20 SOUTHBOUND I-95 RAMPS ARE 2012 AND 2020. FACTOR IN
21 THESE TIME LINES IN ANY MARKET ANALYSIS.

22 AIR POLLUTION MONITORING. WE NEED A
23 BASELINE NOW. WOULD YOU FACILITATE THE INSTALLATION
24 OF A SENSOR AT QUONSET POINT-DAVISVILLE? THEY ARE

1 PRESENTLY IN EAST PROVIDENCE AND WEST GREENWICH, BUT
2 THE GREATEST CHANGES IN THE COMING YEARS WILL BE AT
3 QPD. THE PARTICULATES IN DIESEL TRUCKS AND
4 OCEANGOING SHIPS GENERATE TREMENDOUS QUANTITIES OF
5 AIR EMISSIONS.

6 THE AMOUNT OF AIR POLLUTION COMING FROM
7 TRUCKS, SHIPS AND TRAINS MUST BE ESTIMATED IN THE
8 EIS. THE COST OF THAT POLLUTION TO THE ECONOMY OF
9 RHODE ISLAND MUST BE CONSIDERED.

10 WHERE IN THE EIS WILL WE SEE THE SHIP
11 AND TRUCK AIR POLLUTION LOADINGS?

12 WILL YOU USE NEW AND ACCURATE SENSORS
13 DESCRIBED ABOVE, OR WILL YOU USE INCONCLUSIVE AND
14 OUTDATED DOT DATA?

15 DREDGING. THE GOVERNOR'S CHIEF OF STAFF
16 WANTS A NON-FEDERALIZED CHANNEL THAT WILL COST, AND
17 I QUOTE, 3, 4 OR \$500 MILLION. IN LIGHT OF OUR
18 FISCAL CRISIS, DO YOU CONSIDER RHODE ISLAND CREDIT
19 WORTHY ENOUGH FOR YOU TO COMPLETE THIS PROJECT?

20 I'LL SKIP A COUPLE THINGS AND GO RIGHT
21 TO THE ALTERNATIVES.

22 JUST LOOK FOR -- LOOKING FOR CLEANER
23 INDUSTRIALIZATION OF THE BAY AND LANDSCAPE
24 INTERFACES ARE PREFERRED. DIVERSE DEVELOPMENT AND

1 GROWTH THAT WILL PROVIDE WORK FOR HIGH SCHOOL
2 DROPOUTS TO PH.D.S SHOULD BE OUR GOAL.

3 CONCENTRATE ON PRIOR STUDIES THAT SHOW
4 THE GROWTH INDUSTRIES OF THE 21ST CENTURY ARE INFO
5 TECHNOLOGY, FINANCIAL SERVICES, MEDICAL TECHNOLOGY,
6 COMPUTER HARDWARE AND RESEARCH.

7 THANK YOU.

8 MODERATOR ROSENBERG: THANK YOU, SIR.

9 (APPLAUSE.)

10 MODERATOR ROSENBERG: OUR NEXT SPEAKER,
11 PAUL VOLMER.

12 PAUL VOLMER: GOOD EVENING. I AM WITH A
13 LOCAL GRASS ROOTS GROUP CALLED NO PORT COALITION.

14 WE HAVE BEEN FIGHTING THIS FOR MANY
15 YEARS. WE HAVE HAD MANY, MANY HEARINGS. IT HAS
16 BEEN VERY FRUSTRATING FOR US, BECAUSE AT EACH
17 HEARING WE HAVE HAD AT LEAST AS MANY PEOPLE MORE,
18 AND THE EDC HAS NOT LISTENED TO WHAT WE HAVE HAD TO
19 SAY. THEY HAVE THEIR OBJECTIVE FROM A CONTAINER
20 PORT AND MOVE IT SOFT ASIDE OUR OPINIONS, AND I
21 BELIEVE DEMOCRACY HAS REALLY BEEN UPSETTING TO ME
22 PERSONALLY.

23 I ALSO WOULD LIKE TO SAY THAT THE AIR
24 POLLUTION PROBLEMS REALLY SHOULD BE ADDRESSED, THE

1 ESTIMATED THOUSAND TRUCKS A DAY, AND I HEAR THAT
2 THESE SHIPS HAVE ABOUT 2,000 TRUCKS A DAY -- EQUAL
3 TO 2,000 TRUCKS A DAY POLLUTION. AND I WONDER SINCE
4 THESE SHIPS ARE FOREIGN, WHO IS GOING TO MONITOR THE
5 POLLUTION FROM THESE SHIPS?

6 THIS CRITICAL -- I THINK YOU SHOULD BE
7 AWARE OF THE POLITICAL SITUATION IN THIS STATE.
8 THERE ARE 13 TOWNS, WHO ARE OPPOSED TO THIS. THAT
9 IS PROBABLY GOING TO GROW. YOU KNOW, THE GOVERNOR
10 HAS -- THE GOVERNOR HEADS THE EDC BOARD. HE
11 APPOINTS MEMBERS TO THE EDC BOARD, AND THERE ARE
12 SOME LOCAL REPRESENTATIONS, BUT HE'S ALWAYS ABLE TO
13 LOCATE, HAS CONSISTENTLY OUTVOTED WITH HIS
14 APPOINTEES ANY TOP -- ALL OUR LOCAL REPRESENTATIVES.
15 SO THERE HAS BEEN A VERY CYNICAL ASPECT TO THIS.

16 THIS HAS SORT OF BEEN SHOVED DOWN OUR
17 THROATS, AND I WAS HOPING THAT THE US ARMY, I KNOW
18 YOU'RE ENGINEERS, BUT YOU COULD ALSO LOOK AT
19 YOURSELF AS AMERICANS AND REALIZE THAT THIS IS
20 WRONG, WHAT HAS BEEN GOING ON HERE, THAT -- AMERICA
21 IS SUPPOSED TO CARE ABOUT THE LITTLE GUY, CARE ABOUT
22 WHAT WE THINK, AND CARE ABOUT OUR HOMES, YOU KNOW,
23 AND SIMPLE THINGS LIKE THAT. AND WE ARE IN A
24 TERRORIST WAR RIGHT NOW. THIS IS A MAJOR THREAT,

1 BRINGING IN CONTAINERS. I THINK WE SHOULD CONSIDER
2 THAT.

3 ALSO THE BEAUTY OF THE BAY. WHEN YOU
4 GO -- I DON'T KNOW IF ANY OF YOU HAD THE OPPORTUNITY
5 TO GO ACROSS THE NEWPORT BRIDGE, BUT IT'S ABSOLUTELY
6 BEAUTIFUL NOW. I WOULD HOPE THAT SOMETHING COULD BE
7 CONSTRUCTED THERE THAT WOULD BE BEAUTIFUL. I WOULD
8 LIKE TO SEE THE SARATOGA THERE TO REPRESENT OUR
9 NAVAL HERITAGE. QUONSET WAS A NAVAL BASE DURING
10 WORLD WAR II, AND IT REPRESENTS SOMETHING. SO I
11 WOULD LIKE TO SEE THE SARATOGA THERE, OR OFFICE
12 CONDOMINIUMS, MARINE FACILITIES.

13 I HOPE YOU GIVE EQUAL WEIGHT TO THE
14 ALTERNATIVES, BECAUSE DURING THE PROCESS, THE MASTER
15 PLAN PROCESS, NO ALTERNATIVES WERE PRESENTED. THEY
16 WERE SUCH ON TRACK WITH THIS PORT THAT NO
17 ALTERNATIVES WERE PRESENTED.

18 SO PLEASE GIVE EQUAL WEIGHT, BECAUSE THE
19 NEXT GOVERNOR WHO COMES IN, FIVE OF THE SIX
20 CANDIDATES FOR GOVERNOR, THE FRONT-RUNNERS ARE
21 AGAINST THE PORT. THEY ARE GOING TO TOSS THIS EIS
22 INTO THE WASTEPAPER BASKET. THEY ALL SAID THAT.
23 THIS IS LIKE ALMOST A -- THERE IS A WASTE OF TIME,
24 THIS EIS REPORT. SO IF YOU COULD PLEASE SPEND YOUR

1 TIME WITH OTHER ALTERNATIVES THAT THE FUTURE
2 GOVERNOR COULD EMBRACE AND WORK WITH, IT WOULD BE A
3 WONDERFUL THING.

4 MODERATOR ROSENBERG: THANK YOU, SIR.

5 PAUL VOLMER: THANK YOU VERY MUCH.

6 (APPLAUSE.)

7 MODERATOR ROSENBERG: AND ON THAT NOTE,
8 THE STENOGRAPHER NEEDS TO TAKE A BREAK, AND SO DO I.
9 WE WILL BE BACK IN 15 MINUTES.

10 JUST A REMINDER, WE HAVE A STENOGRAPHER
11 IN THE HALLWAY, IF YOU WISH TO DICTATE A FORMAL
12 STATEMENT FOR THE RECORD. THERE ARE NO TIME LIMITS.

13 WE WILL BE BACK HERE AT ABOUT 20 AFTER,
14 THEREABOUTS.

15 THANK YOU.

16 (THERE WAS A SHORT BREAK TAKEN.)

17 MODERATOR ROSENBERG: OKAY. LADIES AND
18 GENTLEMEN, WE'RE BACK. OUR NEXT SPEAKER WILL BE
19 JOSEPH KOCHHAM, K-O-C-H-H-A-M, FOLLOWED BY
20 URBAN N-A-N-N-I-G.

21 JOSEPH KOCHHAM: GOOD EVENING, AND THANK
22 YOU FOLKS SO MUCH. I THOUGHT I WOULD BE PREACHING
23 TO AN EMPTY CHURCH.

24 (LAUGHTER.)

1 JOSEPH KOCHHAM: WELL, MY NAME IS JOE
2 KOCHHAM, AND I WAS BORN IN RHODE ISLAND QUITE A
3 NUMBER OF YEARS AGO, AND I HAVE LIVED IN NORTH
4 KINGSTOWN FOR 32 YEARS. I'M A RETIRED COMMANDER,
5 UNITED STATES NAVY, AND I'M SPEAKING TONIGHT AS A
6 PRIVATE CITIZEN.

7 AFTER MY NAVY CAREER, I HAVE BEEN
8 INVOLVED IN A GOOD MANY INTERNATIONAL TYPE OF
9 BUSINESS VENTURES. I HAVE WORKED IN MEXICO, IN
10 BRITAIN, IN EUROPE, HALF A DOZEN COUNTRIES IN
11 EUROPE, AND EVEN IN CHINA, AND SO I HAVE A LITTLE
12 BIT OF EXPERIENCE ALONG THE LINE OF DOING BUSINESS,
13 AND ALSO A LITTLE BIT OF EXPERIENCE, AS FAR AS
14 MARITIME THINGS.

15 WELL, IT'S NOT MY PURPOSE TONIGHT TO
16 DISCUSS THE MANY EVIL ASPECTS OF THE CONTAINER PORT
17 CONCEPT. OTHERS HAVE DONE A WONDERFUL JOB IN DOING
18 THAT. I WANT TO SUMMARIZE FOR THE CORPS THE SUPPORT
19 STATUS, OR THE LACK THEREOF, OF THE HORNET'S NEST IN
20 WHICH THEY BE WILL BE ATTEMPTING TO DO THEIR WORK.

21 FIRST OF ALL, THERE JUST ISN'T ANY AREA
22 SUPPORT FOR THE IMPACTS STATEMENT STUDY THAT HAS
23 BEEN ON THE TABLE. THE GREAT MAJORITY OF THE LOCAL
24 INHABITANTS, AND I MEAN LOCAL BY A RATHER LARGE

1 RADIUS OF WHERE WE SIT TONIGHT, STAND TONIGHT, ARE
2 DEAD AGAINST ANYTHING THAT SMACKS OF A CONTAINER
3 PORT, AND THEY WILL NOT HESITATE TO USE ANY AND ALL
4 LEGAL METHODS AVAILABLE TO THWART ANY ASPECT OF IT.
5 THAT'S THE HORNET'S NEST. ONE PART OF IT, ONE
6 SEGMENT.

7 SECONDLY, IN THREE OR FOUR VERY LARGE
8 INFORMATIONAL MEETINGS LIKE THIS ONE, WITH THE
9 DAVISVILLE-QUONSET CONTROL AND OPERATING
10 AUTHORITIES, AND LATER WITH THE STATE FINANCE
11 COMMITTEE LEGISLATORS, HUNDREDS OF RHODE ISLANDERS
12 HAVE ATTENDED, AND DOZENS HAVE SPOKEN VERY
13 ELOQUENTLY AGAINST THE CONTAINER PORT.

14 NUMBER THREE, ALL YOU HAVE HEARD
15 TONIGHT, ALL OF OUR LOCAL STATE LEGISLATORS HAVE
16 TAKEN A FIRM POSITION SPEAKING AND WRITING AGAINST
17 THIS PROJECT.

18 NUMBER FOUR, EACH OF THE ADJACENT 13
19 TOWNS AND CITIES, 13 TOWNS AND CITIES FROM WARWICK
20 SOUTH TO NARRAGANSETT, PLUS AQUIDNECK ISLAND, BY THE
21 TOTAL THEIR RESPECTIVE TOWN AND CITY COUNCILS HAVE
22 CONDEMNED THE IDEA. YOU HAVE HEARD SOME OF THEM
23 TONIGHT. OUR TOWN, IN THIS VERY TOUGH YEAR, HAS
24 BUDGETED OVER HUNDREDS OF THOUSANDS OF TAXPAYERS'

1 DOLLARS TO FIGHT THE PROJECT.

2 AND FINALLY, THE CANDIDATES RUNNING FOR
3 THE OFFICE OF GOVERNOR OF THIS STATE, BOTH
4 REPUBLICAN AND DEMOCRAT, HAVE GONE ON RECORD
5 CONDEMNING THE PROJECT. AND IT'S EXPECTED THAT NO
6 MATTER WHO WINS, WHO ASSUMES THE OFFICE IN JANUARY,
7 THAT IMMEDIATE STEPS WILL BE TAKEN TO REORGANIZE THE
8 DEVELOPMENT COMMITTEES AND TO PULL THE PLUG ON THE
9 ENTIRE PROJECT.

10 ACCORDINGLY, IT SEEMS TO ME THAT YOU,
11 LADIES AND GENTLEMEN OF THE CORPS, WILL BE, AS MY
12 GRANDFATHER, DANIEL TARBOX USED TO SAY, JUST LIKE
13 BEATING A DEAD HORSE. NOW, I SAY HORSE,
14 THAT'S H-O-S-S, WITHOUT THE R, THAT'S THE SOUTH
15 COUNTY STYLE.

16 NOW, IF NOT COMPLETELY DEAD, THIS IS
17 CERTAINLY DYING, AND WE DON'T NEED ANY HEROICS
18 EITHER TO RESUSCITATE THE POOR ANIMAL. JUST LET THE
19 CRITTER DIE.

20 (LAUGHTER.)

21 JOSEPH KOCHHAM: ALL YOU NEEDED -- ALL
22 YOU NEEDED -- ALL WE NEED IS WANTED, NO FUNERAL OR
23 WAKE REQUIRED.

24 MODERATOR ROSENBERG: THANK YOU, SIR.

1 JOSEPH KOCHHAM: THANK YOU.

2 (APPLAUSE.)

3 MODERATOR ROSENBERG: OUR NEXT SPEAKER,
4 URBAN NANNIG, FOLLOWED BY MADELINE O'CONNELL.

5 URBAN NANNIG: I AM BUD NANNIG. I LIVE
6 IN NORTH KINGSTOWN, AND MORE SPECIFICALLY AT SHORE
7 ACRES, LESS THAN A MILE FROM THE PROPOSED CONTAINER
8 PORT.

9 I'M ALSO AN ACTIVE MEMBER OF THE
10 CONCERNED COMMUNITIES COALITION, WHICH IS A GROUP, A
11 GRASS ROOTS GROUP, OPPOSED TO THE CONTAINER PORT. I
12 HAVE SPOKEN AT MANY, MANY HEARINGS OVER THE LAST
13 FOUR YEARS, AND IT'S GETTING A LITTLE BIT OLD, BUT I
14 CAN'T COMPETE WITH THE PREVIOUS SPEAKER. HE IS
15 PRETTY FUNNY.

16 I HAVE SUBMITTED A DOCUMENT, WHICH
17 OUTLINES QUITE A FEW ISSUES TO DO WITH PORT, AND I
18 CAN'T -- I DON'T HAVE TIME TO GO THROUGH THEM ALL.
19 SO I THOUGHT I WOULD PICK JUST ONE, WHICH IS A
20 RELATIVELY NEW ONE TO READ TO YOU, AND THAT IS THE
21 ISSUE OF SECURITY.

22 SINCE 9/11, THE COUNTRY IS AWARE THAT A
23 TERRORIST ATTACK CAN COME FROM UNUSUAL PLACES. OUR
24 NEW HOME SECURITY SECRETARY HAS SAID THAT THE

1 SHIPPING CONTAINER IS A VERY REAL THREAT TO OUR
2 SECURITY. THESE CONTAINERS COME -- ALL COME FROM
3 FOREIGN PORTS, AND CAN BE HIDING PLACES FOR WEAPONS
4 OF MASS DESTRUCTION AND/OR INVADING TERRORISTS. THE
5 ADMISSION THAT ONLY ABOUT 2 PERCENT OF THE IMPORTED
6 CONTAINERS ARE EVER INSPECTED MAKES THEM A DANGEROUS
7 CONVEYANCE.

8 CONTAINER SHIPS BOUND FOR QUONSET WOULD
9 PASS WITHIN ONE MILE OF THE CITY OF NEWPORT AND THE
10 US NAVAL WAR COLLEGE. BOTH COULD BE CONSIDERED
11 LIKELY TARGETS.

12 IN ADDITION, QUONSET HOUSES THE ELECTRIC
13 BOAT DIVISION OF GENERAL DYNAMICS, BUILDING THIS
14 COUNTRY'S SUBMARINES. ANOTHER VERY LIKELY TARGET.

15 UNTIL 100 PERCENT INSPECTION OF THESE
16 CONTAINERS CAN BE ASSURED, NO FOREIGN CONTAINERS
17 SHOULD BE ALLOWED TO ENTER NARRAGANSETT BAY.

18 HOW IS THE GOVERNMENT GOING TO PROTECT
19 US FROM THESE ATOMIC, RADIOLOGICAL AND BIOLOGICAL
20 WEAPONS?

21 PLEASE ADD THIS TO YOUR ENVIRONMENTAL
22 THREAT -- THIS ENVIRONMENTAL THREAT TO YOUR STUDIES.

23 THANK YOU.

24 (APPLAUSE.)

1 MODERATOR ROSENBERG: THANK YOU, SIR.

2 THE NEXT SPEAKER, MADELINE O'CONNELL,
3 FOLLOWED BY BETTY G-I-V-A-N.

4 MADELINE O'CONNELL: GOOD EVENING. MY
5 NAME IS MADELINE O'CONNELL.

6 MODERATOR ROSENBERG: HOLD IT.

7 MADELINE O'CONNELL: OKAY?

8 MODERATOR ROSENBERG: THANK YOU.

9 MADELINE O'CONNELL: MY NAME IS MADELINE
10 O'CONNELL. I'M WITH THE OCEAN STATE DEFENSE LEAGUE.

11 I HAVE AT MY FEET FOUR-AND-A-HALF YEARS
12 AND 11 POUNDS OF PROTESTS AGAINST A CONTAINER AND
13 CONTAINER BARGE PORT ATTEMPTING TO BE BUILT IN
14 QUONSET BAY-DAVISVILLE, NORTH KINGSTOWN, RHODE
15 ISLAND.

16 WE HAVE HERE IN RHODE ISLAND ONE OF THE
17 BEST URI BAY CAMPUSES AROUND. MOST OF THE
18 ENVIRONMENTAL QUESTIONS REGARDING NARRAGANSETT BAY
19 YOU ARE SEEKING CAN BE ANSWERED FOR FREE.

20 ALSO, THE FINDINGS OF THE COASTAL
21 HABITAT INVENTORY STUDY AT NARRAGANSETT BAY ARE
22 AVAILABLE TO THE PUBLIC IN THE ATLAS OF NARRAGANSETT
23 BAY COASTAL HABITATS, FEATURING THE STUDY OF BAY
24 HABITATS AND COASTAL FEATURES CARRIED OUT BY THE

1 ESTUARY PROGRAM OVER THE LAST FEW YEARS.

2 TWO, IF THE ARMY CORPS OF ENGINEERS WERE
3 TO DREDGE 52 FEET DOWN FROM THE PIERS AT
4 QUONSET-DAVISVILLE AND NARRAGANSETT BAY, GREAT
5 DAMAGE AND HARM WILL AFFECT OUR FISHING INDUSTRY,
6 OUR RECREATIONAL ACTIVITIES -- EXCUSE ME -- AND OUR
7 ESTUARY ECOLOGICAL SYSTEMS. IF THE CONTAINER PORT
8 WERE TO BE BUILT, IT WILL BE ONE MILE FROM A HEAVILY
9 BUILT UP NEIGHBORHOOD, UPSCALE MOON, THREE MILES
10 FROM HISTORIC WICKFORD AND SMITH CASTLE WHERE ROGER
11 WILLIAMS ONCE STAYED.

12 THE TOURISM THAT NORTH KINGSTOWN ENJOYS
13 TODAY WILL BE DAMAGED, AND WE WILL EVENTUALLY BECOME
14 ANOTHER LONG BEACH. THE PORT AUTHORITY, BY EMINENT
15 DOMAIN, COULD SEIZE NEARBY LAND KNOWN AS SHORE
16 ACRES, IF NEED BE.

17 THREE, SPEAKING OF LONG BEACH,
18 CALIFORNIA, ON INSIDE EDITION, ON CHANNEL 10 ON
19 MAY 29TH, IT WAS REPORTED THAT 19 UNNAMED MEN
20 ARRIVED IN LONG BEACH CONTAINERS, MADE THEIR WAY OFF
21 PRETENDING TO BE CREW, AND MELTED INTO THE CROWD
22 BEFORE DISCOVERED. AT THE PRESENT TIME, THERE IS NO
23 CLOSE INSPECTION OF THE THOUSANDS OF CONTAINERS
24 ARRIVING DAILY TO OUR PORTS, AND NO SECURITY HAS YET

1 BEEN DEvised TO PREVENT TERRORISTS FROM ENTERING THE
2 US IN CONTAINERS. AND THINK ABOUT THIS: IT IS
3 WITHIN THE REALM OF POSSIBILITY THAT WEAPONS OF MASS
4 DESTRUCTION COULD BE BROUGHT IN BY CONTAINERS.

5 FOURTH AND LASTLY, GOVERNOR ALMOND
6 RECEIVED A 1.5 MILLION ALLOCATION LAST YEAR TO BEGIN
7 AN INTEREST IN ENVIRONMENTAL IMPACT STUDY, AND NOW
8 THAT IS ALMOST GONE. WHERE DID IT GO?

9 HE HAS NOW REQUESTED AND RECEIVED
10 ANOTHER 1,000,000 FOR THE ENVIRONMENTAL INPUT STUDY
11 FOR 2003, WHEN YOU PEOPLE, THE ARMY CORPS OF
12 ENGINEERS, SAY THAT THE STATE SHOULD EXPECT TO SPEND
13 MORE THAN 4,000,000 FOR THE ENTIRE PROCESS. A
14 CONTAINER PORT IN RHODE ISLAND SPELLS DOOM,
15 ECOLOGICALLY AND FINANCIALLY.

16 WHEN WE, THE PEOPLE OF RHODE ISLAND, WHO
17 OPPOSE THE CONTAINER PORT FOUR AND A HALF YEARS AGO,
18 WE DID NOT HAVE THE DANGEROUS TIMES AND UNFORESEEN
19 FUTURE OF TERRORISM THAT WE ARE FACING TODAY.

20 THANK YOU.

21 MODERATOR ROSENBERG: THANK YOU, MA'AM.

22 (APPLAUSE.)

23 MODERATOR ROSENBERG: THE NEXT SPEAKER,
24 BETTY GIVAN, FOLLOWED BY RICHARD PASTORE.

1 AUDIENCE PARTICIPANT: SHE LEFT.

2 MODERATOR ROSENBERG: BETTY LEFT?

3 AUDIENCE PARTICIPANT: YES, SHE GAVE HER
4 TESTIMONY OUTSIDE.

5 MODERATOR ROSENBERG: RICHARD, YOU'RE
6 ON.

7 RICHARD PASTORE: JUST FOR THE RECORD,
8 I'M NOT BETTY GIVAN.

9 (LAUGHTER.)

10 MODERATOR ROSENBERG: IT'S THE ASSURED.

11 RICHARD PASTORE: AND WELCOME TO THE
12 NICEST, NEWEST HIGH SCHOOL IN THE STATE, BY THE WAY.

13 I'M GOING TO -- I'M THE PRESIDENT OF THE
14 COALITION OF CONCERNED COMMUNITIES, ALSO, FOR THE
15 RECORD.

16 THIS PROCESS, ASSUMING IT EVER COMES TO
17 FRUITION, MUST ENCOMPASS BOTH AN INTELLECTUAL AND
18 ENVIRONMENTAL APPROACH TO DEVELOPMENT AT
19 QUONSET-DAVISVILLE THAT TO DATE HAS BEEN
20 CONSPICUOUSLY LACKING. IT IS DOUBTFUL THAT THE EIS
21 PROCESS IS STRUCTURED TO ACCOMPLISH THE FORMER, AND
22 IS, IN FACT, THE RESPONSIBILITY OF THE APPLICANT.
23 NEVERTHELESS, THE PROCESS MUST ANSWER THE QUESTION
24 OF HOW CAN THE EXCEPTIONAL HIGH QUALITY ENVIRONMENT

1 OF NARRAGANSETT BAY IN RHODE ISLAND BE PROTECTED
2 WHILE FINDING THE HIGHEST AND BEST USE FOR 200 ACRES
3 OF PRIME WATERFRONT REAL ESTATE?

4 TO DETERMINE THIS AT A MINIMUM, THE
5 FOLLOWING QUESTIONS MUST BE ANSWERED:

6 WHAT ARE RHODE ISLAND'S ASSETS?

7 AMONG THE CONSIDERATIONS MUST BE
8 NARRAGANSETT BAY AND RHODE ISLAND'S ENVIRONMENTAL
9 QUALITY; THE STATE'S QUALITY OF LIFE; THE WEALTH OF
10 EDUCATIONAL INSTITUTIONS WITHIN THE NORTHEAST, AND
11 THEIR ENTREPRENEURIAL POTENTIAL; THE STATE'S PRESENT
12 ECONOMIC SUCCESSES, BOTH STATEWIDE AND AT THE PARK.

13 WHAT ARE THE GLOBAL NATIONAL REGIONAL
14 STATE ECONOMIC TRENDS?

15 WHICH OF THESE TRENDS FULFILL THE HIGH
16 QUALITY, 21ST CENTURY ECONOMIC NEEDS THAT ARE
17 COMPATIBLE WITH RHODE ISLAND'S ASSETS?

18 WHAT IS THE COMPOSITION OF THE RHODE
19 ISLAND WORKFORCE, AND WHAT IS THE ABILITY TO TRAIN
20 THAT WORKFORCE TO ACCOMMODATE THE FUTURE NEEDS OF
21 THE REGIONAL ECONOMY?

22 IS THE AVAILABILITY OF THE 21ST CENTURY
23 WORKFORCE MORE OF AN ATTRACTOR FOR BUSINESSES THAN
24 THE REDUNDANT AVAILABILITY OF INCONVENIENT CONTAINER

1 SHIPPING?

2 WHAT IS THE TRUE STATE OF THE GLOBAL
3 CONTAINER SHIPPING INDUSTRY?

4 WHAT ARE THE POLITICS OF SUBSIDIES AND
5 TRUE COSTS TO A HOST LOCATION TO SUPPORT CONTAINER
6 OPERATIONS?

7 HOW DO THE INFRASTRUCTURE SUBSIDIES THAT
8 WILL BE REQUIRED RELATE TO RHODE ISLAND'S FINANCIAL
9 CAPABILITIES WITH RESPECT TO OTHER STATE PROJECTS,
10 WHICH WILL SUFFER?

11 HOW DO THEY RELATE TO THE FEDERAL
12 FUNDING LEVELS AND THE PRESENT \$300 MILLION STATE
13 BUDGET DEFICIT?

14 WHAT LOCAL ANALYSES ARE AVAILABLE
15 REGARDING CONTAINER FACILITIES, SUCH AS GROW SMART,
16 THE NORTH KINGSTON R.K. JOHNS REVIEW, AND THE NORTH
17 KINGSTOWN COMPREHENSIVE PLAN?

18 WHAT ARE THE ACTUAL NUMBER AND QUALITY
19 OF PRIMARY JOBS CREATED IN CONTAINER PORTS, AND ARE
20 THEY AVAILABLE TO THE GENERAL POPULATION OR HELD FOR
21 A PROTECTED ELITE?

22 WHAT BETTER KINDS OF DEVELOPMENT CAN BE
23 ACCOMMODATED AT QUONSET-DAVISVILLE, INSTEAD OF A
24 CONTAINER PORT; FOR EXAMPLE, BIOTECHNOLOGY, FISHING

1 INDUSTRY AND ACQUACULTURE, CORPORATE HEADQUARTERS
2 AND OFFICE PARKS, MARINA COMPLEXES AND HOTELS,
3 TRAINING CENTERS FOR MARINE-BASED INDUSTRY, BUSINESS
4 INCUBATORS AND SCHOOL-TO-WORK INITIATIVES, SUCH AS
5 THE SARATOGA MUSEUM AND EDUCATIONAL FACILITY, THE
6 SOUTH COUNTY EDUCATIONAL COLLABORATIVE, AND THE C
7 CRI JOB TRAINING PROGRAM, WHICH IS ALREADY ACTIVE?

8 WHAT ARE THE COMMUNITY IMPACTS ON
9 DEVELOPMENT ON TRAFFIC, AIR QUALITY, ON WATER
10 QUALITY, ON WATER SUPPLY, NOISE, LIGHT, SECURITY
11 ISSUES AND INFRASTRUCTURE COSTS?

12 WHAT ARE THE ENVIRONMENTAL IMPACTS ON
13 NARRAGANSETT BAY, FISH AND SHELLFISH RESOURCES,
14 INVASIVE SPECIES, BENTHIC IMPACTS, DREDGING AND
15 FILLING, WATER CIRCULATION, LOSS OF HABITAT,
16 RECREATIONAL AND COMMERCIAL FISHING?

17 YOU SHOULD ALSO ASK THE GOVERNOR, IF HE
18 REALIZES THAT THE CONCERNED COMMUNITIES COALITION
19 HAS FOUR TIMES THE ENVIRONMENTAL, ECONOMIC AND
20 CONTAINER PORT EXPERTS THAN HE HAS ON HIS ENTIRE
21 ADMINISTRATIVE TEAM.

22 AND LASTLY, YOU SHOULD BE ASKING WHAT
23 BETTER USE YOU CAN MAKE OF YOUR TIME, BECAUSE THIS
24 CONTAINER PORT WILL NEVER BE BUILT.

1 THANK YOU.

2 (APPLAUSE.)

3 MODERATOR ROSENBERG: THANK YOU, SIR.

4 THE NEXT SPEAKER, NANCY MEADER, AND SHE
5 WILL BE FOLLOWED BY CAROLINE KARP.

6 AUDIENCE PARTICIPANTS: CAROLINE LEFT.

7 MODERATOR ROSENBERG: OKAY.

8 NANCY MEADER: THANK YOU FOR THE
9 OPPORTUNITY TO ADDRESS YOU TONIGHT.

10 I AM SURE YOU ARE NOW AWARE OF THE
11 OPPOSITION IN RHODE ISLAND TO A PROPOSED CONTAINER
12 PORT AND SUGGESTED LARGE CONTAINER PORT AT
13 QUONSET-DAVISVILLE PORT AND COMMERCE PARK. WE ALL
14 MADE THE VERY IMPORTANT CHOICE IN OUR LIVES OF
15 LIVING IN RHODE ISLAND DUE TO OUR PASSION FOR THE
16 QUALITY OF LIFE HERE.

17 I HOPE THAT YOU TAKE THE TIME TO
18 CAREFULLY LOOK AT THE BEAUTY OF OUR STATE, AND IN
19 PARTICULAR, THE AREA PROPOSED FOR A CONTAINER PORT
20 ON OUR GREATEST NATIONAL RESOURCE, NARRAGANSETT BAY.
21 I INVITE YOU TO COME SAILING WITH MY HUSBAND AND I
22 THIS SUMMER, AND WE WILL SHOW YOU THIS EXCEPTIONAL
23 AREA. MOST OF US HAVE LIFETIME CONNECTIONS WITH THE
24 BAY, WHICH I FEEL HAS HELPED FORM THE CHARACTER OF

1 THE PEOPLE WHO LIVE HERE.

2 YOU SHOULD ALSO KNOW THAT WE ARE VERY
3 PROUD OF THE SUCCESSFUL TOURISM AND FISHING
4 INDUSTRIES IN OUR STATE. I FEEL THAT
5 QUONSET-DAVISVILLE SHOULD BE DEVELOPED FULLY WITH
6 INDUSTRY AND VOCATIONAL SCHOOLS WE CAN BE PROUD OF.

7 SOME OF THE WATERFRONT SHOULD BE
8 DEVELOPED INTO MARINAS, SHOPS, RESTAURANTS AND
9 HOTELS TO HELP FACILITATE AND ACCOMMODATE THE
10 TOURISM AND BUSINESS INDUSTRIES. FERRIES COULD RUN
11 BETWEEN THE ISLANDS AS OUR ISLAND-HOP SYSTEM SHOULD
12 BE FURTHER DEVELOPED. WE HAVE 400 MILES OF
13 COASTLINE IN RHODE ISLAND. AND DID YOU KNOW THERE
14 ARE 39 ISLANDS ON NARRAGANSETT BAY? THAT CERTAINLY
15 IS UNIQUE AMONG THE AREAS THAT I HAVE VISITED.

16 HIGH SPEED FERRY TO MARTHA'S VINEYARD
17 WOULD BE A WONDERFUL ADDITION, AS WE HAD ALSO HOPED
18 THE SARATOGA AIRCRAFT CARRIER AND MUSEUM WOULD BE
19 DEVELOPED AT QUONSET IN CONJUNCTION WITH THE AIRPORT
20 MUSEUM.

21 A FEW FACTS I AM SURE YOU WOULD LIKE TO
22 INVESTIGATE. THERE ARE 13 CITIES AND TOWNS IN RHODE
23 ISLAND ALL AGAINST A CONTAINER PORT, AND THE LIST IS
24 GROWING. AT THIS POINT, ALL EXCEPT ONE OF OUR

1 GUBERNATORIAL CANDIDATES HAVE NOT COME OUT AGAINST
2 THE CONTAINER PORT AT QUONSET-DAVISVILLE. NO
3 LETTERS OF INTENT FROM CONTAINER PORT DEVELOPERS
4 HAVE BEEN OFFERED. GROW SMART RHODE ISLAND, IS A
5 COMPANY THAT INCLUDES LEADERS FROM THE STATE'S
6 BUSINESS, ACADEMIC AND GOVERNMENTAL COMMUNITIES.
7 THEY RECENTLY SUBMITTED A 26-PAGE REPORT INDICATING
8 THE STATE'S PLANS FOR QUONSET-DAVISVILLE ARE
9 SERIOUSLY FLAWED.

10 PROVIDENCE BUSINESS NEWS, IN NOVEMBER OF
11 2001, PUBLISHED AN EXECUTIVE POLL FROM OVER 70 RHODE
12 ISLAND COMPANIES ON QUONSET POINT INDICATING THAT
13 75 PERCENT DO NOT BELIEVE A SHIPPING PORT WILL TAKE
14 PLACE.

15 AND EDC PLANNING CONSULTANTS STATED A
16 YEAR AGO THAT IF A CONTAINER PORT WAS NOT BUILT, THE
17 PROJECTED PORT JOBS WOULD BE EXCEEDED BY JOBS
18 CREATED BY INDUSTRIAL DEVELOPMENT, AND INDUSTRIAL
19 DEVELOPMENT WOULD CERTAINLY CREATE UNION JOBS.

20 PLEASE BE ADVISED THAT WE HAVE THE
21 UNIVERSITY OF RHODE ISLAND OCEANOGRAPHY SCHOOL JUST
22 DOWN THE ROAD IN NARRAGANSETT, AND IT IS ONE OF THE
23 BEST RESEARCH INSTITUTIONS IN THE COUNTRY.

24 AND A NEW ATLAS OF NARRAGANSETT BAY

1 COASTAL HABITATS HAVE PUBLISHED BY THE NARRAGANSETT
2 BAY ESTUARY PROGRAM. AND BY THE WAY, THAT PROGRAM
3 WAS CREATED BY THE LATE SENATOR JOHN H. CHAFEE AND
4 OTHER MEMBERS OF CONGRESS IN 1987.

5 IN YOUR STUDIES, PLEASE ADDRESS WHETHER
6 A LARGE CONTAINER PORT IS CONSISTENT WITH SOUTH
7 COUNTY'S ENVIRONMENT, ECONOMIC REQUIREMENTS AND
8 OBJECTIVES, ITS INFRASTRUCTURE AND WITH ITS
9 CITIZENS' NEEDS.

10 WHAT IS THE ECONOMIC BENEFIT TO SOUTH
11 COUNTY IN RHODE ISLAND?

12 WHAT IS THE STATED NEED FOR A CONTAINER
13 PORT IN THE NORTHEAST?

14 WHO DECIDED THAT NEW YORK, NEW JERSEY,
15 BOSTON, BALTIMORE AND NORFOLK WERE INSUFFICIENT?

16 WHAT WATER POLLUTION WILL RESULT FROM
17 DREDGING AND SHIP BALLAST EXCHANGED?

18 WHERE ARE THE DREDGED PORT SOILS TO BE
19 DEPOSITED?

20 CONTAINER PORTS OPERATE 24 HOURS A DAY
21 CREATING NOISE ISSUES, LIGHTING DEMANDS, AIR
22 POLLUTION, TRAFFIC CONGESTION, SERIOUS SECURITY
23 ISSUES AND NEEDED HIGHWAY UPGRADES. AND CONTAINER
24 PORTS ARE JOB MINIMAL.

1 WHAT IS THE GOOD FOR THE PUBLIC BY
2 HAVING A PORT?

3 WHAT QUALITY OF LIFE IS IMPROVED,
4 PRESERVED, OR CARED FOR?

5 WHAT RETAIL CHARACTER OR NATURE IS
6 PROTECTED OR ENHANCED, AND WHAT VALUE IS GIVEN TO
7 THE REGION?

8 AND LASTLY, I STRONGLY SUGGEST THAT YOU
9 USE THE REAL LESSONS OF LONG BEACH IN YOUR
10 DELIBERATIONS.

11 MODERATOR ROSENBERG: THANK YOU.

12 (APPLAUSE.)

13 MODERATOR ROSENBERG: THANK YOU VERY
14 MUCH.

15 THE NEXT SPEAKER, BETH
16 K-L -- K-A-L-U-N-I-S.

17 BETH KALUNIAN: HI.

18 IS THIS ON OKAY?

19 MODERATOR ROSENBERG: YES.

20 BETH KALUNIAN: IT'S KALUNIAN. THANK
21 YOU.

22 MY NAME IS BETH KALUNIAN, AND I AM A
23 RESIDENT OF SOUTH KINGSTOWN. I HAVE LIVED IN SOUTH
24 KINGSTOWN FOR 40 YEARS, AND MY FAMILY HAS BEEN THERE

1 FOR LONGER THAN THAT, AND I JUST WANTED TO BE PUT ON
2 THE RECORD THIS EVENING.

3 I'M VERY PASSIONATE ABOUT RHODE ISLAND
4 AND THE BEAUTIFUL NATURAL RESOURCES THAT WE HAVE
5 HERE. I SHOULD BE -- I SHOULD HAVE BEEN THIS
6 EVENING AT A FAMILY ARTS NIGHT AT MY ELEMENTARY
7 SCHOOL THAT I WORK WITH -- WORK AT IN PROVIDENCE;
8 HOWEVER, I AM SO PASSIONATE ABOUT THIS THAT I HAD TO
9 COME AND SAY SOMETHING, ALTHOUGH I DON'T HAVE AS
10 WELL PREPARED A SPEECH AS THE WOMAN THAT JUST SPOKE.

11 I JUST WANTED TO SAY THAT I'M EXTREMELY
12 CONCERNED ABOUT THE EFFECT THAT THE CONTAINER PORT
13 WOULD HAVE ON THE ENVIRONMENT IN RHODE ISLAND, ON
14 OUR -- THE AESTHETIC BEAUTY THAT WE HAVE HERE.

15 AND ALSO, ON THE INFRASTRUCTURE,
16 THE -- ANOTHER THING THAT I WANTED TO MENTION WAS
17 THAT I DRIVE FROM SOUTH KINGSTOWN TO PROVIDENCE
18 EVERY SINGLE DAY, AND THE INCREASE IN TRAFFIC JUST
19 OVER THE LAST SEVEN YEARS JUST FROM RESIDENTIAL
20 DEVELOPMENT HAS BEEN ENORMOUS. IT IS SUCH A
21 SIGNIFICANT DIFFERENCE, AND IT IS GROWING. IT IS
22 CONTINUING TO INCREASE, AND I KNOW THAT THAT
23 IS -- IF THEY HAVE A CONTAINER PORT, IT WILL BE EVEN
24 WORSE.

1 I HAVE ALSO NOTICED THAT THERE ARE MORE
2 TRACTOR TRAILER TRUCKS ON 95 GOING INTO WORK; AND AS
3 I WAS MENTIONING TO THIS GENTLEMAN OVER HERE, THAT
4 NOT TOO LONG AGO, I WAS LITERALLY ALMOST RUN OFF THE
5 ROAD BY A TRACTOR TRAILER TRUCK ON ROUTE 4, AND I
6 ENDED UP CALLING THE POLICE. I DON'T KNOW THEY EVER
7 GOT HIM. I ALSO SAW HIM PRACTICALLY RUNNING A
8 COUPLE OF OTHER PEOPLE OFF THE ROAD. I HAVE A LOT
9 OF CONCERN ABOUT THAT. IT IS DIFFICULT ENOUGH AS IT
10 IS DRIVING UP TO PROVIDENCE EVERY DAY IN THAT
11 TRAFFIC THE WAY IT IS NOW AND GETTING WORSE.

12 BUT AS ONE OF THE WOMEN SAID, RHODE
13 ISLAND, IT'S A SMALL STATE. WE'RE A VERY SMALL
14 STATE, AND SOMETHING LIKE A CONTAINER PORT WOULDN'T
15 JUST IMPACT A SMALL AREA. IT'S GOING TO IMPACT THE
16 ENTIRE STATE AND THE REGION PRETTY SIGNIFICANTLY,
17 AND SO IT WILL IMPACT OUR QUALITY OF LIFE. AND
18 THAT'S WHY A LOT OF PEOPLE LIVE IN RHODE ISLAND, AND
19 THAT IS WHY A LOT OF PEOPLE DON'T LEAVE RHODE
20 ISLAND.

21 THERE IS ALWAYS A JOKE ABOUT PEOPLE
22 NEVER LEAVING RHODE ISLAND, AND I THINK IT'S BECAUSE
23 THEY ENJOY THE QUALITY OF LIFE, AND I HAVE REAL
24 CONCERNS ABOUT THAT QUALITY OF LIFE BEING IMPACTED

1 FURTHER BY SOMETHING AS LARGE AS A CONTAINER PORT.

2 ONE MORE THING I THOUGHT OF AS I WAS
3 SITTING HERE. A FEW MONTHS AGO, YOU KNOW, DURING
4 THE WINTERTIME, THERE WAS SOME BOATS THAT WERE
5 MOORED OFF OF JAMESTOWN. I THINK THEY WERE RUSSIAN
6 FISHING BOATS. THERE WAS ONE OR TWO. THEY WERE
7 FISHING FOR HERRING. AND JUST IN THAT SHORT PERIOD
8 OF TIME THAT THEY WERE THERE, THERE WAS ALREADY AN
9 ARTICLE WRITTEN UP IN THE NEWSPAPER, BECAUSE PEOPLE
10 WERE BOTHERED BY THE SMELL COMING OFF THE BOAT, AND
11 ALSO BY, I THINK, AESTHETICALLY IT DIDN'T LOOK VERY
12 GOOD. AND JUST IN THAT -- THE SHORT FEW MONTHS THAT
13 THEY WERE THERE, THEY WAS ALREADY AN ARTICLE
14 GENERATED IN THE NEWSPAPER, BECAUSE IT WAS BOTHERING
15 RESIDENTS. I CANNOT IMAGINE WHAT A CONTAINER PORT
16 WOULD DO TO THE SURROUNDING AREA. AND I HOPE YOU
17 REALLY TAKE INTO CONSIDERATION THE IMPACT IT WILL
18 HAVE ON US HERE IN RHODE ISLAND.

19 AND I WOULD AGREE THAT, YOU KNOW, TAKE
20 HER UP ON THE OPPORTUNITY TO GO OUT ON THE BOAT AND,
21 YOU KNOW, VIEW THE BAY. IT'S A BEAUTIFUL BAY. AND
22 MY BROTHER LIVES IN NEWPORT, AND I'M ALWAYS DRIVING
23 OVER THERE. IT'S JUST GORGEOUS. HE'S AGAINST IT,
24 ALSO.

1 THANK YOU VERY MUCH.

2 MODERATOR ROSENBERG: THANK YOU, MA'AM.

3 (APPLAUSE.)

4 MODERATOR ROSENBERG: THE NEXT SPEAKER,
5 RICHARD BRADY, WHO WILL BE FOLLOWED BY HAZEL TURLEY.

6 RICHARD BRADY: THANK YOU.

7 MY NAME IS RICHARD BRADY. I REPRESENT
8 RHODE ISLAND SALTWATER ANGLERS ASSOCIATION, WHICH
9 WITH ITS AFFILIATES REPRESENTS OVER 3,000
10 RECREATIONAL ANGLERS IN SOUTHERN NEW ENGLAND.

11 I WAS BORN AND RAISED IN RHODE ISLAND,
12 AND I'VE ALWAYS CONSIDERED IT MY HOME, EVEN IN THOSE
13 FEW YEARS WHEN MY JOB REQUIRED THAT I LIVE
14 ELSEWHERE. I CURRENTLY LIVE IN BRISTOL.

15 IN MY MORE THAN 60 YEARS, I HAVE SEEN A
16 NUMBER OF SCHEMES PROPOSED THAT WOULD HAVE OR COULD
17 HAVE RADICALLY ALTERED OUR QUALITY OF LIFE IN RHODE
18 ISLAND, BUT NEVER HAVE WE BEEN FACED WITH A
19 PROPOSITION SO FRAUGHT WITH THE POTENTIAL FOR
20 DISASTER AS THIS PROPOSAL FOR A CONTAINER PORT.

21 EVEN THE PROPOSED NUCLEAR POWER PLANT AT
22 ROME POINT, HAD IT GONE THROUGH 30 OR SO YEARS AGO,
23 WOULD NOT, IN MY OPINION, HAVE HAD AS DISASTROUS OF
24 AN EFFECT ON OUR BAY AS WOULD THIS CONTAINER PORT.

1 AND OUR BAY EPITOMIZES ALMOST ALL
2 ASPECTS OF OUR QUALITY OF LIFE HERE. IT PROVIDES US
3 WITH A GREAT BEAUTY AND ENORMOUS RECREATIONAL
4 ENJOYMENT WHICH DEFINE WHAT IT IS THAT MAKES RHODE
5 ISLAND UNIQUE. IF WE DESTROY THE BAY, WE MIGHT AS
6 WELL BE GARY, INDIANA.

7 (LAUGHTER.)

8 RICHARD BRADY: IT HAS BEEN STATED IN
9 SUPPORT OF A CONTAINER PORT THAT IT WILL PROVIDE
10 LOTS OF GOOD JOBS, GREATLY IMPROVING OUR ECONOMY.
11 MY OPINION IS THAT THE GREATEST ECONOMIC IMPACT WILL
12 BE TO THE POCKETS OF THOSE INVOLVED IN DEVELOPING
13 THE FACILITY. AND I WONDER WHO PICKS THEM. AFTER
14 THAT, IT WILL BE A CONTINUING BURDEN ON THE ENTIRE
15 STATE.

16 BUT IT IS ALWAYS POLITICALLY
17 ADVANTAGEOUS TO SAY THAT A PROJECT WILL PROVIDE
18 JOBS. I QUESTION: WHAT KIND OF JOBS, HOW MANY
19 JOBS, AND AT WHAT COST?

20 ARE WE IN SUCH CRYING NEED FOR JOBS THAT
21 WE MUST IN EFFECT SELL OUR JEWEL, OR OUR SOULS, FOR
22 THEM?

23 IF WE BROUGHT IN A STEEL MILL, IT WOULD
24 PROVIDE JOBS, TOO, BUT DO WAY WANT TO BE ANOTHER

1 GARY, INDIANA?

2 IT'S POSSIBLE THAT MY ASSESSMENT OF THE
3 DANGER OF THIS DEVELOPMENT IS WRONG, BUT IT'S
4 EQUALLY POSSIBLE THAT THOSE WHO SAY NO HARMFUL
5 EFFECT WILL COME OF IT ARE WRONG ALSO.

6 IF I'M WRONG, AND WE DON'T BUILD A PORT,
7 THEN WE'VE LOST A FEW JOBS AND MAYBE A FEW MILLION
8 BUCKS IN THE POCKETS OF SOME DEVELOPER. BUT IF THE
9 PEOPLE WHO SAY THAT THERE IS NO DANGER ARE WRONG,
10 AND WE DO BUILD A PORT, THEN WE HAVE LOST
11 EVERYTHING. AND THE THOUGHT OF THAT IS UNBEARABLE
12 TO ME. LET'S NOT TAKE THAT CHANCE. THE RISKS ARE
13 OVERWHELMINGLY -- THE RISKS OVERWHELMINGLY OVERPOWER
14 THE POTENTIAL BENEFITS.

15 THANK YOU.

16 MODERATOR ROSENBERG: THANK YOU, SIR.

17 (APPLAUSE.)

18 MODERATOR ROSENBERG: THE NEXT SPEAKER,
19 HAZEL TURLEY.

20 AUDIENCE PARTICIPANT: HAZEL WENT HOME.

21 MODERATOR ROSENBERG: DAVID VANDER PYL.

22 DAVID VANDER PYL: I'M HERE. I'M DAVID
23 VANDER PYL. I'M A RESIDENT OF NORTH KINGSTOWN FOR
24 ABOUT 28 YEARS. I LIVE TWO MILES -- ABOUT TWO MILES

1 DUE NORTH OF THE SEAPORT AREA, AND I'M AMAZED THAT
2 WE HAVE GOTTEN TO THIS POINT IN TIME.

3 WE STILL HAVEN'T ADDRESSED THE NOISE
4 ISSUE, AND ALL THE REPORTS, ALL THE EFFORTS THAT
5 HAVE BEEN DONE UP UNTIL THIS POINT IN TIME BRINGING
6 US TO THIS MEETING, AND I SUSPECT THAT THIS ISSUE
7 HAS BEEN AVOIDED VERY MUCH BY DESIGN. IN FACT, I
8 WAS LOOKING ON THE INTERNET TODAY. THE LIBRARY OF
9 CONGRESS HAS SOME VERY GOOD DOCUMENTS ABOUT WHY
10 QUONSET WAS DEVELOPED AS A NAVAL STATION. IT'S
11 BECAUSE NOBODY LIVED THERE. THE STATE OWNED MOST OF
12 THE LAND, AND THERE WAS SOME PRIVATE OWNERSHIP ON
13 THE COAST, BUT ESSENTIALLY, VERY FEW PEOPLE LIVED IN
14 NORTH KINGSTOWN, THIS AREA.

15 BUT TODAY, IF YOU CHECK THE
16 DEMOGRAPHICS, WITHIN A THREE-MILE RADIUS OF NORTH
17 KINGSTOWN, WE PROBABLY HAVE TWO OR 3,000 INDIVIDUAL
18 SINGLE FAMILY RESIDENTIAL UNITS. IF WE INCLUDE
19 JAMESTOWN, THAT NUMBER WOULD BE HIGHER.

20 NOW, AGAIN, I MEAN, AS I SAID, I'M TWO
21 MILES AWAY, AND I JUST WANT TO GIVE YOU TWO
22 INCIDENTS. ABOUT 10 YEARS AGO, WE BUILT A BRAND NEW
23 BRIDGE, THE JAMESTOWN BRIDGE, AND SEVERAL MORNINGS I
24 WAS AWAKENED AT FOUR O'CLOCK IN THE MORNING BY A

1 STRANGE NOISE, AND FINALLY I HAD TO FOLLOW MY EARS,
2 AND IT BROUGHT ME DOWN THIS HARBOR TO ONE WORK BOAT,
3 DIESEL POWERED, THAT STARTED UP EVERY MORNING AND
4 WARMED UP THE ENGINES BEFORE THEY TOOK MEN AND
5 MATERIAL OUT TO THE WORK SITE.

6 A FEW YEARS AFTER THAT, I WAS AWAKENED
7 AGAIN ON A PERIODIC BASIS. I FOLLOWED MY EARS, AND
8 IT BROUGHT ME TO THE DAVISVILLE PORT WHERE A FISHING
9 BOAT WAS UNLOADING AND HAD A DIESEL-POWERED VACUUM
10 UNLOADING FOR THE CATCH.

11 SO THE POINT IS, WE HAVE NO -- WE HAVE
12 NO INDUSTRIAL BACKGROUND NOISE IN NORTH KINGSTOWN.
13 IT'S VERY, VERY QUIET AT NIGHT. ANY NOISE THAT IS
14 GENERATED IN THE EARLY MORNING HOURS OR LATE NIGHT
15 HOURS TRAVELS A VERY LONG DISTANCE. AND NO STUDIES
16 HAVE BEEN DONE ON THIS ISSUE AT ALL.

17 IN FACT, ONE CONSULTANT EVEN STOOD IN
18 FRONT OF THE PEOPLE AT THE STAKEHOLDERS' MEETING AND
19 MENTIONED THAT HE THOUGHT JAMESTOWN ISLAND WAS
20 UNINHABITED FROM THE RECORDS THAT HE HAD TO WORK
21 WITH. SO I THINK IT'S IMPORTANT THAT YOU GIVE THIS
22 PARTICULAR SUBJECT VERY HIGH WEIGHT.

23 AND I WOULD ALSO ADD, WE HAVEN'T LOOKED
24 AT THE ALTERNATIVES, BECAUSE WE ARE THE OCEAN STATE.

1 WE SHOULD BE CONCENTRATING ON DEVELOPING MARITIME
2 MANUFACTURING AND RESEARCH FACILITIES AT THE
3 QUONSET-DAVISVILLE AREA, AND NOTHING SHOULD BE DONE
4 UNTIL AND UNLESS THE COMPREHENSIVE PLAN FOR THE
5 ENTIRE NARRAGANSETT BAY IS PROMULGATED AND INCLUDES
6 WHATEVER IS BEST IN THE ENTIRE BAY, WHICH I SUGGEST
7 WILL NOT INCLUDE A CONTAINER PORT.

8 THANK YOU.

9 (APPLAUSE.)

10 MODERATOR ROSENBERG: THANK YOU, SIR.

11 OUR NEXT SPEAKER LOOKS LIKE ERNEST

12 AT -- FROM 48 HIGH STREET.

13 CAROL HUESTON, 58 DEERFIELD COURT.

14 AUDIENCE PARTICIPANT: I THINK CAROL

15 LEFT.

16 MODERATOR ROSENBERG: CAROL LEFT.

17 PAUL WHITE.

18 PAUL WHITE: YES. MY NAME IS PAUL

19 WHITE, AND I LIVE IN NORTH KINGSTOWN. AND I JUST

20 SET DOWN A FEW REASONS TO DELAY CONSIDERATION OF

21 THIS PROJECT.

22 IN YOUR HANDOUT, YOU INDICATE THAT YOU

23 CAN'T CANCEL IT AT YOUR DISCRETION, BUT YOU SHOULD

24 SEE MANY REASONS WHY YOU SHOULD NOT PURSUE IT AND

1 GET MORE INFORMATION FROM THE APPLICANT.

2 IN THE APPLICATION DOCUMENT, IT SAYS THE
3 COST OF CHANNEL IMPROVEMENTS, CONSTRUCTING AND
4 OPERATING A TERMINAL WILL BE BY PRIVATE SECTOR. THE
5 RK JOHNS STUDY, WHICH WAS COMMISSIONED BY THE
6 GOVERNOR, IN THAT 12 POTENTIAL PARTNERS WERE
7 APPROACHED. NONE HAS COME FORWARD SINCE THEN WITH A
8 SPECIFIC INTEREST IN WORKING WITH THIS PROJECT.

9 MY QUESTION IS WILL THE CORPS STUDY THE
10 RELATIVE MERITS, OR ARRANGE A LOCATION FOR A
11 TERMINAL IN OR NEAR RHODE ISLAND BEFORE ADVANCING
12 WITH A DEEPLY ENVIRONMENTAL STUDY AT THE PROPOSED
13 LOCATION OF QUONSET?

14 YOU HAVE HEARD THE CONFLICTING NEEDS,
15 AND IT'S A CONFUSING DOCUMENT THAT YOU HAVE SUPPLIED
16 TO YOU.

17 IS THE BEST USE OF QUONSET-DAVISVILLE
18 PORT AND COMMERCE PARK DEFINED AS THE NUMBER OF
19 QUALITY OF JOBS?

20 WILL THE CORPS SCOPE THE CURRENT PLANS
21 DEVELOPING THE PARK?

22 THAT IS VERY IMPORTANT.

23 ALSO, WILL THE CORPS SCOPE THE EXTENT TO
24 WHICH ECONOMIC BENEFITS ARE INHIBITED BY THE

1 PROPOSAL TO BUILD A TERMINAL AT QUONSET?

2 WILL THE CORPS DELAY FURTHER DETAILED
3 CONSIDERATION FOR THE PROPOSAL UNTIL THE SCOPING IS
4 COMPLETE?

5 THERE ARE SOME ASPECTS ABOUT THE
6 AIRPORT. THE AIRPORT OCCUPIES 754 ACRES OF PRIME
7 WATERFRONT PROPERTY AND ABOUT THREE-QUARTERS OF THE
8 USABLE FRONTAGE. THE AIRPORT IS A PRIME ASSET; AND
9 RHODE ISLAND AIRPORT CORPORATION ARE IN THE EARLY
10 STAGES OF PREPARING A MASTER PLAN FOR ALL THE
11 AIRPORTS IN THE STATE. THE EXECUTIVE DIRECTOR HAS
12 STATED THAT LOSING THE CURRENT EFFECTIVE USE OF THE
13 RUNWAY 523 COULD SIGNIFICANTLY IMPACT OPERATIONS,
14 BASED ON CORPORATE AIRCRAFT, AS WELL AS THE FUTURE
15 POTENTIAL OF THE PARK.

16 WILL THE CORPS DELAY FURTHER
17 CONSIDERATION OF THE PROPOSAL UNTIL THE PLANS FOR
18 THE AIRPORT DEVELOPMENT HAVE BEEN REVIEWED?

19 I END WITH A CURIOUS COMMENT, WHICH CAME
20 IN THE FEDERAL REGISTER, WHICH YOU ISSUED AS THE
21 HANDOUT AS WE WALKED IN. IT SAID, THE PROPOSED
22 FILLING OF BETWEEN 100 AND 115 ACRES OF OCEAN WATERS
23 NEEDED TO ACCOMMODATE PORT OPERATIONS AND CONTAINER
24 STORAGE IS UNPRECEDENTED IN THE CORPS' NEW ENGLAND

1 DISTRICT PERMITTING HISTORY.

2 (APPLAUSE.)

3 MODERATOR ROSENBERG: THANK YOU, SIR.

4 THEN NEXT SPEAKER IS LAURENCE EHRHARDT.

5 AUDIENCE PARTICIPANT: HE HAS LEFT.

6 MODERATOR ROSENBERG: SHIRLEY EASTHAM.

7 SHIRLEY EASTHAM: THANK YOU FOR THIS

8 OPPORTUNITY TO TALK TO YOU.

9 I'M SHIRLEY EASTHAM, A RESIDENT OF
10 NARRAGANSETT, AND I'M HERE AS A PRIVATE CITIZEN,
11 ALTHOUGH I DO VOLUNTEER FOR MYRT YORK, ONE OF THE
12 CANDIDATES FOR GOVERNOR.

13 SHE IS ADAMANTLY OPPOSED TO THE
14 CONTAINER PORT; AND IN HER TOUR OF 39 CITIES AND
15 TOWNS IN RHODE ISLAND AND AROUND THE BAY, SHE SAID
16 THAT THE MOST FREQUENTLY ASKED QUESTION WAS: WHERE
17 DO YOU STAND ON THE PORT? AND EVERYBODY WAS OPPOSED
18 TO IT. SO IF AND WHEN, WHEN SHE IS ELECTED
19 GOVERNOR, SHE WILL BE ABSOLUTELY OPPOSED TO PORT
20 DEVELOPMENT.

21 ONE OF THE THINGS -- I HAVE ATTENDED
22 SEVERAL OF THE PREVIOUS INFORMATIONAL MEETINGS, AND
23 ONE OF THE THINGS THAT I HEARD WAS THAT THE NUMBER
24 OF JOBS THAT MIGHT BE CREATED BY A PORT, IN THE

1 CONSULTANTS ALLEN & HODGES, SAID THAT THERE MIGHT BE
2 APPROXIMATELY 1,600 JOBS CREATED AND READILY AGREED
3 THAT NORMAL ORGANIC GROWTH WOULD ALSO INCLUDE 1,600
4 JOBS. SO IT WAS A WASH.

5 WE HEAR FIGURES THROWN ABOUT, YOU KNOW,
6 7,000, 10,000, 12,000 JOBS. I HAVE NEVER SEEN ANY
7 KIND OF DETAILED STUDY ABOUT HOW MANY REAL JOBS
8 THERE WOULD BE. SO THERE IS A VAST DISPARITY IN
9 NUMBERS, AND I ASK YOU IF YOU DO DECIDE TO GO AHEAD
10 WITH THE EIS TO REALLY GET THE -- GET TO THE BOTTOM
11 OF THAT.

12 SOME OF THE OTHER THINGS THAT I THINK
13 SHOULD BE INCLUDED IN YOUR STUDY IS THE INCREASED
14 COST OF PEOPLE'S HEALTH. THE GENTLEMAN FROM THE
15 AMERICAN LUNG ASSOCIATION WAS HERE AND SPOKE TO THAT
16 ELOQUENTLY, BUT I HAVE AN ARTICLE FROM THE
17 PROVIDENCE JOURNAL, DATED APRIL 19TH, IN WHICH IT
18 WAS ENTITLED, EPA TOXINS IN AIR CAUSED TOO HIGH
19 CANCER RISK, AND GOES ONTO STATE THAT THE AMERICANS
20 SUFFER 10 TIMES THE ACCEPTABLE LEVEL OF RISK. AND
21 ONE OF THE HOT SPOTS IS THE NORTHEAST CORRIDOR, FROM
22 BOSTON TO WASHINGTON, AND THE BIGGEST POLLUTANT IS
23 VEHICLE TRAFFIC, AND ESPECIALLY DIESEL KINDS OF
24 VEHICLES.

1 SO PART OF THE COST ISSUES THAT I WOULD
2 ASK YOU CONSIDER IS THE COST OF PEOPLE'S HEALTH,
3 BOTH IN MEDICAL DOLLARS AND LOST PRODUCTIVITY AND
4 EARLY DEATHS, AND POSSIBLE RESULTANT LAWSUITS FOR
5 WRONGFUL DEATH.

6 ANOTHER POSSIBLE LAWSUIT AREA IS LOSS OF
7 THE QUIET ENJOYMENT OF THEIR NEIGHBORHOODS. I THINK
8 THAT MANY RESIDENTS OF NORTH KINGSTOWN MIGHT BE
9 THINKING ALONG THOSE LINES IF THIS EVER HAPPENS.

10 AS A RESIDENT OF NARRAGANSETT, I SEE THE
11 INFLUX OF PEOPLE FROM ALL OVER THE STATE IN
12 OUR -- IT'S PROBABLY THE ONE TOWN THAT HAS THE MOST
13 RENTAL PROPERTY; AND EVERYBODY FROM NORTH SMITHFIELD
14 TO BURRILVILLE AND CUMBERLAND COMES DOWN, AND THEY
15 LOVE THE QUALITY OF LIFE THERE. IT'S GOING -- IT'S
16 LIVING IN NARRAGANSETT, LOOKING AT THE WATER, SEEING
17 THE SAILING SHIPS, CROSSING THE BRIDGE OVER TO
18 NEWPORT, GOING TO HAVE A DRINK OVER AT ONE OF THE
19 INNS ALONG THE BAY, WATCHING THE SHIPS GO BY. NOT
20 CARGO SHIPS, BUT SAILING SHIPS. AND THIS IS OUR
21 QUALITY OF LIFE, AND CLEAN AIR, BEAUTIFUL SCENERY,
22 AND THIS I BEG OF YOU. YOU KNOW, TAKE ALL THIS INTO
23 CONSIDERATION. IT'S THE PEOPLE'S -- THE VAST
24 MAJORITY OF PEOPLE THAT I HAVE TALKED TO ARE SO

1 ADAMANTLY OPPOSED TO A CONTAINER PORT.

2 MODERATOR ROSENBERG: THANK YOU.

3 SHIRLEY EASTHAM: ALSO, I JUST WANT TO
4 MENTION -- OH, MY TIME IS UP. OKAY. THAT'S ALL
5 RIGHT. I THINK I SAID WHAT I REALLY WANTED TO SAY.

6 MODERATOR ROSENBERG: THANK YOU VERY
7 MUCH.

8 (APPLAUSE.)

9 MODERATOR ROSENBERG: THE NEXT SPEAKER,
10 VICTOR RICHARDSON.

11 AUDIENCE PARTICIPANT: I BELIEVE HE HAS
12 LEFT.

13 MODERATOR ROSENBERG: DON COXE.

14 DON COXE: HI. I AM DON COXE. I'M A
15 RESIDENT OF NORTH KINGSTOWN. I SHOULD MENTION I AM
16 A MEMBER OF THE TOWN'S HARBOR MANAGEMENT COMMISSION,
17 BUT I STAND HERE AS A PRIVATE CITIZEN TONIGHT.

18 SEVERAL PEOPLE HAVE TALKED ABOUT THE
19 HAZARDS OF LIGHT AND NOISE POLLUTION THAT COULD BE
20 CAUSED BY THE CONTAINER PORT, AND I WOULD LIKE TO
21 ECHO SOME OF THOSE CONCERNS.

22 THEY WOULD AFFECT NOT ONLY RESIDENTS,
23 BUT ALSO TOURISTS, RECREATIONAL BOATERS, AND THAT
24 TRANSLATES TO AN ECONOMIC IMPACT AND SHOULD BE -- IT

1 SHOULD BE PAID ATTENTION TO.

2 I WOULD LIKE TO RELATE A STORY OF AN
3 EXPERIENCE I HAD A COUPLE OF YEARS AGO VISITING A
4 PRETTY LITTLE VILLAGE CALLED FERNANDINA BEACH IN
5 FLORIDA. AND ABOUT A MILE AND A HALF DOWN THE
6 CHANNEL FROM FERNANDINA BEACH IS A PAPER MILL, WHICH
7 HAS SOUNDS THAT MAY BE DIFFERENT IN CHARACTER, BUT I
8 IMAGINE THEY ARE SIMILAR IN VOLUME TO THOSE OF A
9 CONTAINER PORT. THERE IS CERTAINLY LOTS OF BRIGHT
10 LIGHTS. AND IT WAS TWO OF THE MOST MISERABLE NIGHTS
11 I HAVE EVER SPENT ON A SAILBOAT DOWN IN THAT LITTLE
12 VILLAGE, AND I WILL NEVER GO BACK THERE AGAIN.

13 I HAVE ALSO RELATED THIS TO A NUMBER OF
14 PEOPLE OVER THE YEARS, AND THAT MAY EXPLAIN WHY THAT
15 LITTLE VILLAGE DIDN'T HAVE TOO MANY BOATS IN THE
16 MARINA.

17 IT IS A STATE OF GOLD TO ATTRACT
18 TOURISTS GENERALLY, AND RECREATIONAL BOATERS
19 SPECIFICALLY, AND I FEAR THAT THE PORT COULD AFFECT
20 THAT TREMENDOUSLY.

21 AS YOU MEASURE LIGHT AND NOISE, I AM
22 SURE THOSE MEASUREMENTS ARE EASY TO TAKE, BUT I
23 THINK IT'S PROBABLY VERY DIFFICULT TO ASSESS THE
24 IMPACT THEY HAVE ON THE HUMAN SENSES AND PEOPLE'S

1 ACTIONS. SO I ASK YOU TO LOOK AT THAT VERY
2 CAREFULLY.

3 IF YOU LIKE, GO VISIT FERNANDINA BEACH,
4 FLORIDA, AND YOU MAY HAVE VERY STRONG FEELINGS ABOUT
5 IT.

6 THANK YOU.

7 MODERATOR ROSENBERG: THANK YOU, SIR.

8 (APPLAUSE.)

9 MODERATOR ROSENBERG: THE NEXT SPEAKER,
10 CAROL SKUG.

11 CAROL SKUG: MY NAME IS CAROL SKUG, AND
12 I GREW UP IN CONNECTICUT, LIVED OUT IN THE SEATTLE,
13 WASHINGTON AREA FROM 1973 TO 2000 OF JUNE WHEN I
14 MOVED HERE TO OPEN MY OFFICE WITH EDWARD JONES IN
15 EAST GREENWICH, RHODE ISLAND, AND I CHOSE RHODE
16 ISLAND VERY CAREFULLY, BECAUSE MY BROTHERS LIVED
17 HERE FOR OVER 30 YEARS IN NORTH KINGSTOWN. AND I
18 HAVE GONE SAILING WITH HIM ON THE BAY, AND I
19 ABSOLUTELY WAS VERY DELIGHTED WITH THE QUALITY OF
20 LIFE HERE.

21 AND I -- AS A FORMER SEATTLE PERSON, I
22 WOULD LIKE TO SHARE WITH YOU, BECAUSE THEY HAVE THE
23 FOURTH LARGEST US EXPORTER BY VOLUME IN THE UNITED
24 STATES FOR A CONTAINER PORT, AND I WOULD LIKE TO

1 SHARE WITH YOU INFORMATION. I GOT IT OFF THE NET,
2 SO IT'S VALID INFORMATION OF WHAT IT'S LIKE TO LIVE
3 IN SEATTLE WITH A CONTAINER PORT AND HOW IT AFFECTS
4 THE PEOPLE'S LIVES DAILY.

5 ONE, SEATTLE, THE VOLUME IN THE
6 CONTAINER PORT HAS GONE DOWN 8.7 PERCENT; TACOMA HAS
7 GONE DOWN 2.1 PERCENT; AND LONG BEACH HAS GONE DOWN
8 9.6 PERCENT, AS FAR AS THE VOLUME IN BUSINESS THAT
9 THEY HAVE BEEN DOING IN '01. SO I DON'T HAVE THE
10 FIGURES FOR '02, BUT IT HAS DROPPED CONSIDERABLY.
11 SO THIS IS A MAJOR -- IT IS THE CLOSEST PORT TO THE
12 PACIFIC RIM. IT IS A MAJOR PORT IN THE UNITED
13 STATES. BUSINESS IS GOING DOWN FOR MANY REASONS.
14 IT SAID BECAUSE OF LACK OF GROWTH AND KEY ASIAN
15 NATIONS AND TROUBLES THROUGHOUT THE GLOBAL ECONOMY.

16 SO THE OTHER THING THAT I WOULD LIKE TO
17 HAVE EVERYBODY TAKE INTO SERIOUS CONSIDERATION IS
18 THE POPULATION IN WASHINGTON COUNTY IS 120,649
19 PEOPLE; AND IN RHODE ISLAND, IT WAS 1,058,000
20 PEOPLE.

21 IN KING COUNTY, IT SUPPORTS THE PORT OF
22 SEATTLE, AND ALSO PORT OF TACOMA IS IN PIERCE
23 COUNTY, SO THAT'S SEPARATE. THERE'S 1,665,800
24 PEOPLE, 14 TIMES GREATER THAN WHAT WE HAVE HERE.

1 HALF A MILLION, OR ALMOST 600,000 MORE PEOPLE, IN
2 KING COUNTY.

3 I LIVED IN KING COUNTY. I PAID TAXES TO
4 THE PORT OF SEATTLE EVERY SINGLE YEAR. THEY PAID
5 \$35.6 MILLION A YEAR IN TAXES TO SUPPORT THE PORT,
6 BESIDES BOND MEASURES. SO JUST THAT ALONE, IT'S
7 IMPOSSIBLE, I THINK, FOR THE PEOPLE OF RHODE ISLAND
8 TO EVEN PAY FOR THE PORT. BUT THE BURDEN WOULD BE
9 TREMENDOUS, AND WE ARE ALREADY ONE OF THE MOST TAXED
10 STATES IN THE NATION.

11 BALLAST WATER WAS TALKED ABOUT AND
12 ENDANGER OF BENTHIC SPECIES. PAINT ON SHIP HULLS
13 HAS BEEN TALKED ABOUT. SIX HUNDRED CHEMICALS ARE
14 TRANSPORTED IN BULK IMPROPERLY OUTDATED
15 CLASSIFICATIONS. SO 600 VARIOUS TOXIC CHEMICALS ARE
16 TRANSPORTED IN BULK CONTAINERS.

17 WHAT DO WE DO ABOUT THAT?

18 AIR POLLUTION. I HAVE A FANTASTIC
19 ARTICLE ABOUT AIR POLLUTION. IT IS BRAND-NEW FROM
20 THE EPA. THEY HAVE NEVER STUDIED THE AIR POLLUTION
21 FROM THE DIESEL FUMES OF A BOATS, AND THEY HAVE JUST
22 DONE THAT IN SEATTLE. IT CAUSES LUNG, BLADDER,
23 KIDNEY CANCERS, HEART DISEASE, ASTHMA. IT IS 700
24 TIMES RISK FOR CANCER. EIGHTY TIMES GREATER THAN

1 THE DIRTIEST BOTTLED DIESEL. THEY HAVE -- IT GOES
2 INTO THE -- YOU BREATHE IT IN, YOU PENETRATE IT INTO
3 YOUR LUNGS, AND IT GOES INTO YOUR BLOODSTREAM. AND
4 THEY SAID IT IS A SLEEPING HORROR. IT IS THE -- IT
5 SAYS THE STANDARD IN SEATTLE, IT BOOSTS CANCER RISKS
6 700 TIMES ABOVE EPA STANDARDS. THAT PUTS OUR AIR IN
7 THE WORST 5 PERCENT IN THE COUNTRY. THIS STUDY WAS
8 JUST DONE THE 16TH OF MAY. IT'S BRAND-NEW. THEY
9 HAVE NEVER STUDIED THAT PART OF THE AIR BEFORE IN
10 SEATTLE. THEY HAVE STUDIED OZONE AND VARIOUS OTHER
11 PARTS, LEAD, SULFUR DIOXIDE, NITROGEN DIOXIDE,
12 OZONE, CARBON MONOXIDE AND PARTICULATE MATTERS, BUT
13 NEVER THE DIESEL EFFECTS FROM THE SHIPS.

14 SO -- AND THEN ALSO YOU GO INTO LOOKING
15 AT THE AMOUNT OF WHEN THE CARGO COMES OFF THE SHIPS,
16 IT HAS TO BE TRANSPORTED. HOW IS IT TRANSPORTED?
17 SEATTLE IS THE THIRD WORST IN THE UNITED STATES FOR
18 TRAFFIC.

19 MODERATOR ROSENBERG: THANK YOU. THANK
20 YOU VERY MUCH.

21 CAROL SKUG: OKAY. ONE QUICK OTHER
22 THING THAT IS CRITICALLY IMPORTANT BESIDES THE DRUG
23 TRAFFICKING. SEATTLE IS THE HEROIN CAPITAL OF THE
24 UNITED STATES.

1 FOURTEEN TONS OF HASHISH WAS DISCOVERED
2 UP IN BRITISH COLUMBIA, AND IT ORIGINATED OUT OF
3 PIERCE COUNTY IN CONTAINER SHIPS. ASIAN HEROIN IS
4 MAJOR IN SEATTLE. AND THIS IS THE POINT. IF YOU
5 THINK THAT AFFECTS SEATTLE, IT AFFECTS NEW ENGLAND,
6 BECAUSE THE DRUGS COME DIRECTLY SHIPPED OVER FROM
7 SEATTLE TO THE EAST COAST.

8 MODERATOR ROSENBERG: THANK YOU. THANK
9 YOU VERY MUCH.

10 CAROL SKUG: AND ALSO TERRORISM.

11 (APPLAUSE.)

12 MODERATOR ROSENBERG: PLEASE JOT THAT
13 DOWN. THANK YOU VERY MUCH.

14 THE NEXT SPEAKER, DARLENE CRIST.

15 DARLENE CRIST: HELLO. THANK YOU FOR
16 COMING TO NORTH KINGSTOWN. WE APPRECIATE IT.

17 MY NAME IS DARLENE CRIST, AND I AM A
18 MEMBER OF THE CONCERNED COMMUNITIES COALITION.

19 MY FIRST JOB OUT OF COLLEGE WAS
20 RESEARCHING AND WRITING ENVIRONMENTAL IMPACT
21 STATEMENTS, WHICH IS WHY I TAKE EXCEPTION TO THE WAY
22 THE EIS IS BEING APPROACHED BY THE GOVERNOR'S
23 OFFICE, AND NOT YOU FOLKS. REASONABLE ALTERNATIVES
24 TO THE PROPOSED CONTAINER PORT SHOULD HAVE BEEN

1 IDENTIFIED WELL BEFORE UNDERTAKING THIS SCOPING
2 PROCESS.

3 AS YOU ARE SURELY AWARE, THERE IS NOT
4 ENOUGH TIME OR MONEY TO THOROUGHLY REVIEW ALL OF THE
5 ALTERNATIVES TO A PORT THAT HAS BEEN AND WILL
6 CONTINUE TO BE PRESENTED. I JOIN THE CHORUS OF
7 OTHERS WHO URGED YOU TO GO BACK TO THE APPLICANT AND
8 SUGGEST THAT THE PROJECT BE ABANDONED ENTIRELY, OR
9 AT A MINIMUM, HALTED UNTIL A REASONABLE NUMBER OF
10 ALTERNATIVES HAVE BEEN IDENTIFIED AND AGREED UPON.
11 AT LEAST THEN, WE MIGHT HAVE A CHANCE OF HAVING A
12 USABLE DOCUMENT AT THE END OF THIS PROCESS.

13 WITH THAT SAID, I WOULD LIKE TO SUGGEST
14 THAT YOU CONSIDER THE FOLLOWING QUESTIONS IN
15 PREPARATION OF THE EIS, AND I CONSCIOUSLY MADE THEM
16 DIFFERENT THAN ALL THE OTHERS LISTED, BECAUSE I KNOW
17 THIS COULD BE VERY TEDIOUS FOR YOU FOLKS.

18 WHAT WOULD THE ECONOMIC IMPACT OF A
19 CONTAINER PORT BE ON THE STATE'S LUCRATIVE
20 COMPETITIVE SAILRAISING INDUSTRY, WHICH BRINGS IN
21 TENS OF MILLIONS OF RACE-RELATED OR TOURIST-RELATED
22 DOLLARS EACH YEAR?

23 WHAT WOULD THE ECONOMIC IMPACT BE ON THE
24 MARINE TRADE INDUSTRY THAT SUPPORTS THIS COMPETITIVE

1 SAILING INDUSTRY?

2 SHOULD RACES LEAVE NARRAGANSETT BAY,
3 BECAUSE OF SHIP TRAFFIC GENERATED BY A CONTAINER
4 PORT?

5 AND BECAUSE CONTAINER SHIPS LACK
6 MANEUVERABILITY, THEY WOULD HAVE THE RIGHT-OF-WAY ON
7 NARRAGANSETT BAY. GIVEN THIS, I ASK THAT YOU
8 CONSIDER TWO THINGS: HOW WOULD THE SAFETY OF
9 RIGHTEOUS SAILING VESSELS BE ASSURED WITH CONTAINER
10 SHIPS MOVING UP AND DOWN THE BAY; AND SECONDLY,
11 COULD YOU INCLUDE IN YOUR ECONOMIC DELIBERATION THE
12 COST OF INEVITABLE SHIPPING ACCIDENTS ON
13 NARRAGANSETT BAY AS A RESULT OF THE CONTAINER SHIP
14 TRAFFIC.

15 ON THIS SAME NOTE, IN YOUR ECONOMIC
16 ANALYSES, COULD YOU INCLUDE THE COST OF ACCIDENTS
17 THAT MIGHT RESULT IN ENVIRONMENTAL DAMAGE TO
18 NARRAGANSETT BAY AS WELL.

19 IN TERMS OF THE SOCIOECONOMIC IMPACT OF
20 THE PROPOSED PORT ON SURROUNDING COMMUNITIES, I ASK
21 YOU TO CONSIDER THE FOLLOWING: WHAT IS THE
22 ESTIMATED NUMBER OF NEW RESIDENTS, WHO WOULD SEEK
23 HOUSING IN WASHINGTON AND NEWPORT COUNTIES AS A
24 RESULT OF THE PROPOSED CONTAINER PORT?

1 WHERE WOULD THESE FOLKS SPECIFICALLY
2 LIVE, AND WHAT IMPACT WOULD THEY HAVE ON EACH
3 COMMUNITY'S BUDGET, IN TERMS OF THE COST TO EDUCATE
4 THEIR CHILDREN, PROVIDE POLICE AND FIRE PROTECTION
5 AND OTHER COMMUNITY SERVICES?

6 AND WHAT ABOUT THE IMPACT OF INCREASED
7 TRAFFIC ON THE ROADS LEADING TO AND FROM QUONSET?

8 HOW WOULD TRAFFIC BE AFFECTED, AND COULD
9 YOU PROJECT HOW LONG A TYPICAL TRIP UP POST ROAD
10 FROM QUONSET TO THE SHOWCASE CINEMAS ON DIVISION
11 STREET IN EAST GREENWICH MIGHT TAKE WHEN ALL THE
12 TRUCKS ARE SHARING THE ROADS WITH LOCAL CARS?

13 AND IN TERMS OF REASONABLE ALTERNATIVES,
14 SINCE THE GOVERNOR'S OFFICE HAS FAILED TO ASK THIS
15 QUESTION, I ASK URGE YOU TO DO SO.

16 WHAT IS THE HIGHEST AND BEST USE OF LAND
17 AT QUONSET POINT-DAVISVILLE?

18 ONCE THAT ANSWER IS FOUND, WE WILL BE
19 WELL ON OUR WAY GOING TOWARD THE RIGHT DIRECTION.

20 THE NUMBER OF ALTERNATIVES THAT COULD BE
21 CONSIDERED AT QUONSET ARE NUMEROUS. OTHERS THAT
22 HAVE NOT BEEN MENTIONED INCLUDE ONE THAT WAS
23 MENTIONED IN MANY MEETINGS OVER THE PAST FOUR YEARS,
24 SEEKING OUT THE MOVIE INDUSTRY TO HAVE AN EAST COAST

1 HOLLYWOOD SET AT QUONSET. YOU COULD ATTRACT -- GO
2 OUT AND ATTRACT INDUSTRIES THAT ARE SPECIFICALLY
3 DEVOTED TO MAKING THE ENVIRONMENT BETTER, WHETHER
4 THEY BE RENEWABLE RESOURCES, OR OTHER GREEN
5 INDUSTRIES, AND THERE ARE A MYRIAD. I JUST ASK THAT
6 YOU SEEK OUT DIFFERENT ALTERNATIVES.

7 THE PROCESS OF DOING SO IS
8 TIME-CONSUMING AND COSTLY AND OVERBEARING, AND I
9 HOPE THAT WE DON'T HAVE TO GET THAT FAR.

10 BUT THANK YOU FOR YOUR ATTENTION.

11 MODERATOR ROSENBERG: THANK YOU, MA'AM.

12 (APPLAUSE.)

13 MODERATOR ROSENBERG: THE NEXT SPEAKER
14 IS KAREN SALVATORE.

15 KAREN SALVATORE: HI.

16 THE SCOPING PROCESS PROVIDES THE
17 OPPORTUNITY TO FORMULATE CRITICAL QUESTIONS TO THE
18 ANSWERS THAT WILL ULTIMATELY DETERMINE THE FINAL
19 OUTCOME. THEY SAY THAT ACCOUNTANTS DO IT ON THE
20 BOTTOM LINE, LAWYERS DO IT IN THEIR BRIEFS. WELL,
21 SCHEMERS DO IT IN THE APPLICATION AND THE SCOPING
22 PROCESS.

23 WE HAVE ALREADY HEARD AND READ ABOUT HOW
24 DANGEROUSLY VAGUE THE APPLICATION IN QUESTION IS

1 WORDED. FOR THAT REASON, I THINK THAT THE
2 APPLICATION SHOULD BE DENIED. BUT IN CASE IT'S NOT
3 DENIED, I PROPOSE THAT WE SHOULD LIMIT THE NUMBER OF
4 QUESTIONS THAT PERTAIN SPECIFICALLY TO A CONTAINER
5 PORT.

6 IF YOU ASK A HUNDRED 00 QUESTIONS IN THE
7 SCOPING PROCESS ABOUT A CONTAINER PORT, THE
8 QUESTIONS WILL GET ANSWERED, AND WE WILL GET A
9 CONTAINER PORT.

10 THE NARROW SCOPE YIELDS A PREDICTABLE
11 OUTCOME. I URGE EVERYONE TO WIDEN THE SCOPE. ASK
12 THE BIG QUESTIONS, THOSE THAT WILL TAKE US OUTSIDE
13 OF THIS CONTAINER BOX.

14 KEEP IT SIMPLE. QUESTIONS LIKE WHAT
15 INDUSTRIES SHOULD BE TARGETED TO DEVELOP QUONSET
16 POINT-DAVISVILLE IN THE MOST ECONOMICALLY FEASIBLE
17 AND ENVIRONMENTALLY SOUND MANNER FOR THE BETTERMENT
18 OF NORTH KINGSTOWN, RHODE ISLAND, THE NATION.

19 WHAT DEVELOPMENT AT QUONSET POINT WOULD
20 BE THE MOST COMPATIBLE WITH NORTH KINGSTOWN SOLE
21 SOURCE AQUIFER, PURE NIGHT SKY, AND RHODE ISLAND'S
22 TREASURED NARRAGANSETT BAY?

23 WE SHOULD ALSO BE ASKING THE QUESTION
24 ABOUT OBSOLESCENCE. WHEN WILL THE PROPOSED PROJECT

1 OR PROJECTS BECOME OBSOLETE?

2 FIVE YEARS AGO, WHO WOULD HAVE THOUGHT
3 THAT THE PAY PHONE WOULD BE ON ITS WAY TO
4 OBSOLESCENCE. THE WORLD IS CHANGING RAPIDLY.

5 IN SHORT, WE NEED TO ASK THE CRITICAL
6 QUESTIONS THAT WILL POINT TO RICH DEVELOPMENT
7 POSSIBILITIES THAT DO NOT EXPAND UPON THE EXISTING
8 PORT. SOMEONE JUST MENTIONED TO ME A MINUTE AGO
9 THAT NO ONE HAS MENTIONED ABOUT WHAT WOULD HAPPEN IF
10 A BARGE HIT OUR JAMESTOWN BRIDGE. WE JUST SAW THE
11 DISASTER IN ARKANSAS, AND WE NEED TO LOOK INTO THAT
12 AS WELL.

13 I SUBMIT THAT -- WELL, THERE HAS BEEN
14 TALK OF TERRORISM HERE TONIGHT. I SUBMIT THAT
15 GOVERNOR ALMOND HAS VERY SUCCESSFULLY TERRORIZED OUR
16 COMMUNITIES THESE PAST FEW YEARS WITH THIS AWFUL,
17 OBSOLETE PORT PROPOSAL. FIGHT TERRORISM; WIDEN THE
18 SCOPE.

19 THANKS.

20 (APPLAUSE.)

21 MODERATOR ROSENBERG: THANK YOU, MA'AM.

22 THE NEXT SPEAKER IS MADELINE O'CONNELL.

23 TOM O'CONNELL.

24 TOM O'CONNELL: I WANT TO GET CLOSE

1 HERE, BECAUSE I KNOW PEOPLE ARE STANDING BACK.

2 TOM O'CONNELL, AND I LIVE IN EAST
3 GREENWICH, BUT I WAS A RESIDENT OF NORTH KINGSTOWN
4 FOR FIVE YEARS ON ACTIVE DUTY. I CAME HERE IN
5 JANUARY OF 1961 AND RETIRED JANUARY '66. THEN I
6 MOVED TO EAST GREENWICH. BUT I FEEL VERY STRONGLY,
7 AND I KNOW THE PEOPLE OF EAST GREENWICH HAVE VOTED
8 AGAINST IT. IN FACT, ONE OF THE COMMUNITIES.

9 BUT I'M GOING TO START OFF: DO YOU KNOW
10 WHAT THE HISTORY OF THE CONTAINER IS? WELL, I THINK
11 WE SHOULD START IT WITH THAT. DOES ANYBODY KNOW?

12 WELL, WHAT WAS HAPPENING IN NEW YORK? I
13 WAS BORN IN BROOKLYN ABOUT THREE QUARTERS OF A MILE
14 ACROSS THE EAST RIVER FROM THE WORLD TRADE CENTER.
15 I WASN'T BORN LAST SEPTEMBER. ANYWAY, LET ME SEE
16 NOW. WHAT I WAS SAYING -- OH, YEAH, THIS HISTORY.

17 WHAT WAS HAPPENING IS AFTER THE WAR, THE
18 SHIPS WERE COMING IN, AND THE DOCK WORKERS, OR THE
19 TEAMSTERS, THEY WERE IN THE TEAMSTER UNITS, THEY
20 WERE PALTERING THE BOXES. THE BOXES WERE IN NETS,
21 AND THEY COULD SEE WHAT WAS IN IT, AND ESPECIALLY IF
22 IT HAD CIGARETTES, BOY, THAT THING WAS WIPED OUT.
23 SO IN ORDER TO AVOID THIS THING -- INCIDENTALLY, THE
24 TEAMSTERS UNION REALLY DIDN'T LIKE THAT. WHEN THEY

1 PUT A CONTAINER IN, AND THEY DECIDED TO DESIGN THE
2 CONTAINER TO FIT ON FLAT CARS, WHICH WERE -- MOST OF
3 THE STUFF WAS MOVED BY FREIGHT, THEY WERE DESIGNED
4 TO FIT IN EVERYTHING ELSE LIKE THAT, AND THEY FOUND
5 OUT THAT THEY COULD WORK WITH ABOUT ONE-TENTH OF THE
6 WORKERS, AND THE UNION LEADERS DIDN'T LIKE THAT.

7 AND -- BUT ANYWAY, THAT WAS THE WHOLE
8 REASON FOR THESE CONTAINERS. AND EVERYTHING IS IN
9 CONTAINERS NOW. I MEAN, I WAS IN DOWN IN PENSACOLA
10 TO SEE MY DAUGHTER, WHO LIVES RIGHT NEAR THE WATER
11 AND TRAIN, AND I SAW THESE CONTAINERS GOING ON, AND
12 THERE WERE A COUPLE OF TANKS, MILITARY ARMY TANKS.
13 I DON'T KNOW WHERE THEY WERE DOING, BUT THEY WERE
14 HEADED WEST.

15 BUT THE POINT IS THAT WHEN THEY SAY
16 THAT, OH, WE ARE GOING TO GET ALL THIS LABOR, THERE
17 IS NO LABOR AS FAR AS THOSE, BECAUSE YOU HAVE GOT A
18 CRANE ON THE SHIP OR ON THE PIER, AND YOU JUST MOVE
19 IT, AND YOU DON'T EVEN NEED A PERSON, EXCEPT TO
20 FASTEN THE CABLE TO IT.

21 MY ONLY BACKGROUND I HAVE IS WHAT I READ
22 IN THE PROVIDENCE JOURNAL, BUT I UNDERSTAND THAT THE
23 AREA IN NEW YORK, NEW JERSEY, STATEN ISLAND AND NEW
24 YORK CITY PORTS ARE -- ARE -- WERE WHERE ALL THESE

1 SHIPS COME IN, AND THE TRUCKS PICK THEM UP. THAT
2 AREA IS EXTREMELY POLLUTED, AND THAT SOMEHOW THE
3 FEDERAL REGULATORS DECIDED, WELL, MAYBE YOU CAN PICK
4 UP A FEW OF THE CONTAINER PORTS. SO WHAT THEY'RE
5 DOING IS THEY ARE MOVING THE POLLUTION FROM NEW
6 YORK'S AREA AWAY FROM IT. NOW, THAT -- I HAVEN'T
7 HEARD ANYBODY TALK ABOUT THAT, BUT I READ IT IN THE
8 PAPER.

9 NOW, I HAVE A -- MY WIFE'S COUSIN IS A
10 NAVAL OFFICER, AND HE WAS STATIONED IN CHARLESTON
11 WHERE THEY DID MAKE IT A CONTAINER PORT THERE, AND I
12 SAID, WELL, WHAT WAS THE PROBLEM, YOU KNOW, TRUCKS
13 AND EVERYTHING LIKE THAT. HE SAID, YOU KNOW, THE
14 THING THAT WAS REALLY BAD WAS THAT WHEN THESE TRUCKS
15 COME IN, AND THEY DELIVER THE CONTAINERS AND STUFF
16 LIKE THAT, THEY USUALLY NEED MAINTENANCE, AND THEY
17 NEED GARAGES. GARAGES WERE MULTIPLYING. TAKE CARE
18 OF THIS THING. AND THIS IS BIG BUSINESS, BECAUSE
19 THESE TRUCKS AREN'T A SIMPLE CAR. THEY ARE VERY
20 SOPHISTICATED. SO WHAT HAPPENED IS WHEN YOU HAVE A
21 BUNCH OF TRUCKS, GARAGES AND TRUCKS GO IN AND OUT
22 AND EVERYTHING ELSE LIKE THAT, IT KINDS OF KILLS IT.
23 IT KILLS THE POLLUTION. IT KILLS THE PEACEFUL AREA,
24 BECAUSE CHARLESTON LIVES PRETTY PEACEFULLY.

1 IF YOU GO BY QUONSET -- WHEN YOU GO BY
2 POST ROAD WHERE THE QUONSET AREA WAS, AND DAVISVILLE
3 IS IN THERE, AND YOU SEE THE WAY THEY ARE TEARING IT
4 UP. DO YOU KNOW WHAT THEY'RE DOING? DO YOU KNOW
5 WHAT I'M TALKING ABOUT? DOES ANYBODY KNOW WHAT THEY
6 ARE DOING? THEY'RE MAKING A FOUR-LANE ROAD FROM
7 ROUTE 4 THROUGH QUONSET THROUGH -- I THINK
8 THE -- IT'S GOING TO GO ONTO POST ROAD, AND THEN
9 IT'S GOING TO GO TO DAVIS ROAD AND THE OLD QUONSET
10 POINT AREA. BUT I DON'T SEE ANYWHERE HERE YOU GO,
11 ANYWHERE GOING UP THERE FROM 95 TO ROUTE 4.

12 AUDIENCE PARTICIPANT: RIGHT.

13 MODERATOR ROSENBERG: THANK YOU, SIR.

14 TOM O'CONNELL: I HAVE JUST ONE THING.

15 MODERATOR ROSENBERG: OKAY.

16 TOM O'CONNELL: OKAY. NOW, YOU KNOW, WE
17 KEEP TALKING ABOUT A CONTAINER PORT, BUT WHAT I
18 THINK WE SHOULD TALK ABOUT IS A CONTAINER AIRPORT
19 FOR CARGO PLANES LANDING IN QUONSET. NOW, THE CARGO
20 PLANES COMMUTE ALL HOURS OF NIGHT AT -- IN WARWICK,
21 AND I THINK THIS IS WHERE WE SHOULD BE THINKING
22 ABOUT. THAT IS SOMETHING REAL GOOD, BECAUSE YOU CAN
23 MAKE AN INTERNATIONAL AIRPORT. YOU HAVE GOT HOTELS
24 THERE, AND YOU CAN HAVE EVERYTHING THERE. AND THAT

1 IS ALL I HAVE TO SAY.

2 THANK YOU VERY MUCH.

3 MODERATOR ROSENBERG: THANK YOU, SIR.

4 (APPLAUSE.)

5 MODERATOR ROSENBERG: THANK YOU VERY
6 MUCH.

7 THE NEXT SPEAKER, JAY F-I-C-A-Z-Z-O-L-A.

8 JAY FICAZZOLA: THANK YOU. HOW ARE YOU
9 DOING? MY NAME IS JAY FICAZZOLA, AND THANK YOU FOR
10 THIS OPPORTUNITY TO SPEAK.

11 I'M A RESIDENT OF DAVISVILLE, A
12 COMMUNITY IN WHICH I LIVE AND LOVE, AND I THANK THE
13 CORPS AND ALL THOSE WITH CONCERNS OF THE IMPACT OF
14 THIS PROPOSED PORT.

15 I WOULD LIKE TO PARTICULARLY THANK MY
16 TOWN STAFF AND ELECTED OFFICIALS FOR DEDICATING SO
17 MUCH TIME AND ENERGY AND EFFORT TO ENSURE THAT ALL
18 THE IMPACTS, ALTERNATIVES AND PURPOSE AND NEED ARE
19 CONSIDERED. I WANT THE CORPS TO KNOW THIS HAS BEEN,
20 AND STILL IS, AN IMPACT WE CURRENTLY BEAR.

21 AS PART OF THE SCOPING AND ENVIRONMENTAL
22 IMPACT STATEMENT, THE PURPOSE AND NEED MUST BE
23 CLEARLY STATED. THE MAJORITY OF WHAT I READ AND
24 HEARD INDICATES A QUESTIONABLE PURPOSE AND NEED FOR

1 A CONTAINER PORT AT THIS TIME IN THIS LOCATION.

2 ALSO, AS MANDATED BY THE CODE OF FEDERAL
3 REGULATIONS, ALTERNATIVES MUST BE CONSIDERED. WITH
4 REGARD TO PURPOSE AND NEED, AND FOR THE
5 CONSIDERATION, A VIABLE AND WORTHY ALTERNATIVE, I
6 WOULD LIKE TO READ, IF I COULD, A LEGISLATIVE
7 FINDING FROM THE RHODE ISLAND GENERAL LAWS
8 CHAPTER 53. THE GENERAL ASSEMBLY FINDS AND DECLARES
9 THAT THERE EXISTS AN ACUTE SHORTAGE OF AFFORDABLE
10 HOUSING FOR ITS CITIZENS OF LOW TO MODERATE INCOME,
11 BOTH INDIVIDUALS AND FAMILIES; THAT IT IS IMPERATIVE
12 THAT ACTION BE TAKEN IMMEDIATELY TO ASSURE THE
13 AVAILABILITY OF AFFORDABLE, ACCESSIBLE, SAFE AND
14 SANITARY HOUSING FOR OUR CITIZENS.

15 WITH REGARD -- IN LIGHT OF A
16 QUESTIONABLE PURPOSE AND NEED FOR A CONTAINER PORT,
17 AND THE LEGISLATIVE FINDING OF IMMEDIATE NEED FOR
18 AFFORDABLE HOUSING, I ASK THAT ALL THOSE OPPOSED TO
19 THE PORT, INCLUDING THE TOWN AND LEGISLATORS,
20 SUPPORT AFFORDABLE HOUSING AT THIS SITE AT THIS TIME
21 AS A GOOD ALTERNATIVE THAT DOES ADD A PURPOSE AND
22 NEED.

23 IT APPEARS TO BE A WIN-WIN ALTERNATIVE
24 FOR EVERYONE. WE COULD UTILIZE THE ENORMOUS

1 FEDERAL, STATE, LOCAL, PRIVATE AND NONPROFIT
2 RESOURCES ALLOCATED FOR AFFORDABLE HOUSING TO
3 DEVELOP A PORTION OF THE SITE FOR AFFORDABLE
4 HOUSING, A LEGITIMATE AND NOBLE ALTERNATIVE; AND, IN
5 EFFECT, WE COULD KILL THE PORT. IT'S A WIN-WIN FOR
6 EVERYONE.

7 THANK YOU.

8 MODERATOR ROSENBERG: THANK YOU, SIR.

9 (APPLAUSE.)

10 MODERATOR ROSENBERG: THE NEXT SPEAKER
11 IS SUSAN LICARDI.

12 SUSAN LICARDI: OVER HERE.

13 HI. MY NAME IS SUSAN LICARDI. I AM THE
14 DIRECTOR OF WATER SUPPLY FOR THE TOWN OF NORTH
15 KINGSTOWN.

16 AUDIENCE PARTICIPANT: CAN'T HEAR YOU.

17 SUSAN LICARDI: MY NAME IS SUSAN
18 LICARDI. I AM THE DIRECTOR OF WATER SUPPLY FOR THE
19 TOWN OF NORTH KINGSTOWN, AND I WOULD JUST LIKE TO
20 REEMPHASIZE SOME OF THE POINTS THAT WERE PROBABLY
21 MADE EARLIER TONIGHT.

22 IN PARTICULAR, I WOULD LIKE TO ASK THE
23 CORPS TO THOROUGHLY ANALYZE THE IMPACTS ON BOTH THE
24 QUANTITY AND QUALITY OF THE NORTH KINGSTOWN'S

1 DRINKING WATER SUPPLY.

2 NORTH KINGSTOWN DEPENDS ON A SOLE SOURCE
3 AQUIFER, MEANING THAT WE HAVE NO ALTERNATE SOURCE OR
4 SUPPLY AT THIS TIME. THE HUNT AQUIFER IS A SHARED
5 RESOURCE SHARED BY THREE WATER SUPPLIERS, AND IT'S
6 ALREADY UNDER A TREMENDOUS AMOUNT OF STRESS. AND
7 SPEAKING FOR NORTH KINGSTOWN WATER, WE WOULD BE
8 UNABLE TO MEET CURRENT DEMANDS WITHOUT OUR WELLS IN
9 THE HUNT AQUIFER.

10 I AM SURE QUALITY OF LIFE HAS COME UP A
11 NUMBER OF TIMES TONIGHT, AND I WOULD JUST LIKE TO
12 END IN STATING THAT WHAT COULD HAVE MORE IMPACT ON
13 THE QUALITY OF LIFE IN NORTH KINGSTOWN THAN NOT
14 HAVING AN ADEQUATE SUPPLY OF DRINKING WATER.

15 THANK YOU.

16 MODERATOR ROSENBERG: THANK YOU, MA'AM.

17 (APPLAUSE.)

18 MODERATOR ROSENBERG: THE NEXT SPEAKER,
19 KONRAD S-T-R-E-U-L-I.

20 KONRAD STREULI: THANK YOU FOR CALLING
21 MY NAME, AND I'M SORRY THAT I WAS NOT ABLE TO BE
22 HERE A WHILE AGO.

23 I HAVE BASICALLY ONE ISSUE TO ADDRESS,
24 WHICH HAS TO DO WITH THE ENTIRE WAY THAT THIS

1 MEETING AND PUBLIC HEARING HAS BEEN REPRESENTED, NOT
2 BY YOU, BUT BY THE GOVERNOR, BY THE EDC AND BY THE
3 GOVERNOR'S CONSULTANT.

4 THE -- I WOULD SAY THE OUTSTANDING ISSUE
5 THAT CAME OUT OF THE STAKEHOLDER PROCESS, AND I
6 DON'T KNOW HOW MANY OTHER MEETINGS AND PRESENTATIONS
7 SINCE THEN BY LEGISLATIVE, FINANCE COMMITTEES, AND
8 OTHERS WAS WHAT THE ECONOMIC ADVANTAGE OF AN
9 INVESTMENT IN A CONTAINER PORT WAS FOR THE STATE OF
10 RHODE ISLAND.

11 THE -- THOSE THREE PARTIES, THE EDC, THE
12 GOVERNOR AND THE GOVERNOR'S CONSULTANT, STEVE DAVIS,
13 HAVE REPEATEDLY STRESSED TO THE -- I WOULD SAY, THE
14 COMMUNITY OF INTERESTED STAKEHOLDERS, NOT FORMAL
15 STAKEHOLDERS, BUT THE PEOPLE OF RHODE ISLAND, THAT
16 THIS PROCESS, WHICH YOU ARE OVERSEEING, WOULD DELVE
17 INTO THE MOST COMPREHENSIVE AND LOCALLY ORIENTED
18 ECONOMIC IMPACTS OF BASICALLY WHETHER OR NOT A
19 CONTAINER PORT FOR NORTH KINGSTOWN WAS A BEST
20 POSSIBLE USE, ECONOMICALLY SPEAKING, IN THE INTEREST
21 OF RHODE ISLAND, AS OPPOSED TO ANOTHER INTEREST.

22 IN THAT LIGHT, I WOULD LIKE YOU TO TELL
23 ME, AND SINCE I CAN'T ASK YOU TO DO THIS HERE, BUT
24 MAYBE WITHIN THE NEXT MONTH TO INDICATE, TO ADVISE,

1 LET'S SAY, ALL THE STAKEHOLDERS IN A PUBLIC WAY WITH
2 RESPECT TO ANY EIS EVER IN THE HISTORY OF THE UNITED
3 STATES DEALING WITH CONTAINER PORTS, WHICH HAS DEALT
4 WITH THOSE LOCAL ECONOMIC IMPACTS, TO TELL THIS
5 STATE THAT THIS IS A GOOD ECONOMIC INVESTMENT. MY
6 ONLY FEELING IS BASED ON CONVERSATIONS WITH YOUR
7 STAFF MEMBERS IN BOSTON OR THE NORTHEAST REGION -- I
8 FORGET HOW YOU DEFINE IT, BUT THIS HAS NEVER REALLY
9 BEEN DONE.

10 I PERSONALLY BELIEVE IT IS NOT WITHIN
11 YOUR COMPETENCE TO DO IT. I DON'T BELIEVE THIS
12 ENTIRE PROCESS IS SET UP TO DO THAT, AND I BELIEVE
13 THAT IF THAT'S NOT THE CASE, IT IS IN YOUR INTEREST
14 TO PROTECT YOUR OWN INTEGRITY TO MAKE THAT PUBLIC
15 AND -- SO THAT THE PEOPLE OF THIS STATE REALIZE THAT
16 THIS ENTIRE PROCESS, NOT IMPLICATING YOU IN ANY WAY,
17 IS ACTUALLY SOME KIND OF A PUBLIC FRAUD, WHICH IS
18 WHAT I BELIEVE IT IS, BASED ON HAVING HEARD YOUR
19 PRESENTATIONS AND ABOUT THE ECONOMIC ALTERNATIVES
20 THAT YOU ARE WILLING TO ADDRESS THAT YOU WOULD
21 ADDRESS IN THE PROCESS OF AN EIS, WHICH IS BASICALLY
22 THE -- WHETHER OR NOT A PORT MAKES SENSE FOR THE
23 NORTHEAST, MAYBE THE EAST COAST, WHETHER THIS
24 COUNTRY NEEDS ANOTHER PORT, A CONTAINER PORT, WHICH

1 IS NOT THE ISSUE, AS TO WHETHER OR NOT THIS MAKES
2 ANY SENSE AT ALL FOR THE STATE OF RHODE ISLAND.

3 THANK YOU VERY MUCH.

4 MODERATOR ROSENBERG: THANK YOU.

5 (APPLAUSE.)

6 MODERATOR ROSENBERG: THAT'S THE END OF
7 THOSE WHO HAVE REGISTERED TO SPEAK.

8 IS THERE ANYBODY HERE THIS EVENING THAT
9 IS NOT REGISTERED, BUT CARES TO GIVE TESTIMONY?

10 LADIES AND GENTLEMEN, MS. BARRY.

11 MS. BARRY: THANKS. THANKS FOR HANGING
12 IN THERE. WE HAVE HEARD MANY THOUGHTFUL STATEMENTS
13 TODAY, AND A CAREFUL ANALYSIS WILL BE REQUIRED
14 BEFORE WE CAN MAKE A DECISION ON THE CONTENT OF THE
15 EIS.

16 THE RECORD WILL BE OPEN THROUGHOUT
17 PREPARATION OF THE EIS; HOWEVER, TO ENSURE THAT THAT
18 OUTLINE IS AS COMPLETE AS POSSIBLE, AND THAT WE DO
19 AS LITTLE BACKTRACKING AS POSSIBLE, WE ASK THAT YOU
20 SUBMIT YOUR COMMENTS WITHIN THE NEXT 30 DAYS. ALL
21 WRITTEN COMMENTS RECEIVE EQUAL CONSIDERATION WITH
22 THE VERBAL TESTIMONY WE'VE HEARD TONIGHT.

23 BEFORE I CONCLUDE THIS SESSION, I WOULD
24 LIKE TO EXTEND MY APPRECIATION TO THE TOWN OF NORTH

1 KINGSTOWN FOR THIS WONDERFUL FACILITY, AND ALSO THE
2 NORTH KINGSTOWN POLICE DEPARTMENT FOR THEIR SUPPORT.

3 I WOULD LIKE TO ALSO THANK YOU ALL FOR
4 TAKING THE TIME TO PROVIDE US WITH YOUR THOUGHTS AND
5 COMMENTS, AND YOUR CONCERNS.

6 GOOD NIGHT.

7 (APPLAUSE.)

8

9 (WHEREUPON, AT 10:38 P.M., THE PUBLIC
10 HEARING WAS ADJOURNED.)

11

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1 ORAL STATEMENTS

2

3 JAMES GROGAN: MY NAME'S JAMES GROGAN.

4 THAT'S G-R-O-G-A-N. I LIVE AT 425 SHORE DRIVE, IN

5 NORTH KINGSTOWN, RHODE ISLAND.

6 I'M CONCERNED ABOUT THE ABSENCE OF A

7 COMPREHENSIVE STORM WATER MANAGEMENT PLAN FOR

8 QUONSET/DAVISVILLE, THE LACK OF PLANNING FOR THE

9 EXPANSION OF QUONSET/DAVISVILLE WASTEWATER

10 MANAGEMENT FACILITY, AND AN ANALYSIS OF THE SHORT-

11 AND LONG-TERM IMPACTS ON MARINE FISHERIES OF BALLAST

12 WATER DISCHARGE.

13 PLEASE INVESTIGATE THE POTENTIAL OF

14 NEGATIVE IMPACTS FROM STORM WATER RUNOFF, WASTEWATER

15 DISCHARGES, AND THE EFFECTS OF BALLAST WATER

16 DISCHARGES TO THE FRAGILE ECOLOGICAL COMMUNITIES OF

17 NARRAGANSETT BAY.

18 I IMPORE YOU TO HIRE THE MOST QUALIFIED

19 EXPERTS AVAILABLE TO ADDRESS MY CONCERNS AND PROTECT

20 NARRAGANSETT BAY.

21 THANK YOU.

22 MICHAEL MCGIVENEY: MY NAME IS MICHAEL

23 MCGIVENEY. THAT'S M-C-G-I-V-E-N-E-Y.

24 I'M HERE TO ADDRESS AND OPPOSE THE

1 QUONSET POINT CONTAINER PORT. I AM THE PRESIDENT OF
2 THE RHODE ISLAND SHELLFISHERMEN'S ASSOCIATION, AND
3 I'M HERE TO VOICE OUR CONCERN TOWARDS THE PROPOSED
4 CONTAINER PORT.

5 THERE ARE MANY REASONS TO OPPOSE THE
6 CONTAINER PORT AT VARIOUS LEVELS, BUT I WILL ONLY
7 SPEAK ON THE ENVIRONMENTAL DEGRADATION THAT I FEEL
8 WILL AFFECT MY ASSOCIATION MEMBERS IN THE FISHING
9 COMMUNITY OF THE STATE.

10 FIRST OF ALL, IT'S THE LOSS OF IMPORTANT
11 FISHING GROUNDS AND HABITAT DUE TO DREDGING,
12 FILLING, OR WATER DEGRADATION. BASICALLY, THIS
13 AREA THAT IS PROPOSED TO BE IMPACTED IS CRUCIAL IN
14 BOTH REPRODUCTIVE HABITAT AND COMMERCIAL FISHING
15 RESOURCE. ANY CHANGE IN THAT WILL SERIOUSLY
16 AFFECT A COMMERCIAL FISHING INDUSTRY THAT HAD
17 OVER \$100 MILLION IN LANDINGS LAST YEAR.

18 I HAVE TALKED TO -- SPOKEN TO AN AREA
19 SHELLFISH BUYER AT GARDNER'S WHARF, ROB JOHNSON, AND
20 HE TOLD ME THAT HE ALONE PURCHASED OVER \$50,000
21 WORTH OF STEAMER CLAMS LAST YEAR FROM FRYER'S COVE
22 ALONE. NOT ONLY SOFT SHELL CLAMS, BUT HARD SHELL
23 CLAMS AND OYSTERS ARE ABUNDANT IN THIS AREA AND ANY
24 CHANGE IN THE AREA WOULD SERIOUSLY AFFECT THE

1 A CLEAN BAY ON THE EAST COAST, ONE OF THE CLEANEST,
2 AND WE WOULD NOT WANT TO SEE IT GO DOWN THE ROAD OF
3 OTHER EAST COAST PORTS WITH AN INDUSTRIALIZED USAGE
4 THAT WOULD FOREVER CHANGE IT. IT WOULD CHANGE IT
5 FOR THE WINTERTIME FISHERMEN LIKE MYSELF THAT ARE
6 THERE YEAR ROUND, AND IT ALSO WOULD FOREVER CHANGE
7 IT FOR THE SUMMERTIME USAGE OF COMMERCIAL AND
8 RECREATIONAL FISHERMEN AND TOURISTS AND OTHER PEOPLE
9 THAT ENJOY THE BAY.

10 SO HAVING SAID ALL THIS, WE'D STRONGLY
11 URGE THAT THE CONTAINER PORT, AS IT IS PROPOSED,
12 WOULD NOT BE ACCEPTED AND WOULD BE REJECTED FOR THE
13 ENVIRONMENTAL REASONS I'VE STATED.

14 THANK YOU VERY MUCH.

15 BETTY GIVAN: MY NAME IS BETTY GIVAN.
16 IT'S G-I-V, AS IN VICTOR, A-N, AND MY ADDRESS IS
17 611 PENDAR ROAD, P-E-N-D-A-R, AND THAT'S NORTH
18 KINGSTOWN.

19 I'M THE OWNER OF GREEN, INC. IT'S A
20 RETAIL ESTABLISHMENT IN WICKFORD, AND MY QUESTION
21 FOR THE CORPS IS I WOULD LIKE AN ANSWER ON HOW THIS
22 PORT EXPANSION WILL AFFECT THE RETAIL CLIMATE IN
23 NORTH KINGSTOWN, NOT ONLY FOR MYSELF, BUT I'M ALSO
24 A MEMBER OF THE WICKFORD VILLAGE MERCHANTS

1 ASSOCIATION, AND IT'S AN ORGANIZATION OF ABOUT
2 50 SMALL BUSINESSES IN AND AROUND THE VILLAGE; AND
3 WE HAVE BUSINESSES THAT ARE WATER DEPENDENT, RETAIL
4 DEPENDENT, AND SOME THAT JUST SERVE LOCAL CLIENTELE,
5 BUT I'D LIKE TO KNOW THE IMPACT ON ALL OF THE RETAIL
6 ESTABLISHMENTS IN THE NORTH KINGSTOWN AREA, NOT JUST
7 THE VILLAGE, BUT THE WHOLE AREA.

8 AND, HOPEFULLY, THERE IS SOME KIND OF A
9 MODEL WITH PORT EXPANSION IN ANOTHER AREA SO THAT
10 THEY CAN LET US KNOW HOW THIS EXPANSION MAY AFFECT
11 OUR BUSINESSES.

12 THAT'S IT.

13 CELIA HUMPHREYS: MY NAME IS CELIA
14 HUMPHREYS. LAST NAME IS H-U-M-P-H-R-E-Y-S, AND MY
15 ADDRESS IS 6101 POST ROAD, LOT 71, NORTH KINGSTOWN,
16 RHODE ISLAND 02852.

17 AND I HAVE SEVERAL QUESTIONS THAT I
18 WOULD LIKE TO SEE IF THEY CAN BE ADDRESSED AS PART
19 OF THE EIS, AND SOME OF THEM ARE DIRECTLY
20 ENVIRONMENTAL, AND SOME OF THEM ARE SORT OF
21 INDIRECTLY ENVIRONMENTAL.

22 OKAY. MY FIRST QUESTION IS SINCE NO ONE
23 HAS STEPPED FORWARD AND SAID THAT THEY WANT TO BUILD
24 A PORT, WHY ARE WE SPENDING THE MONEY TO DO AN EIS?

1 THE SECOND THING IS WHAT WOULD BE THE
2 ENVIRONMENTAL IMPACT OF THE EFFECT OF BALLAST ON
3 SHIPS THAT COME IN FROM FOREIGN PORTS? ARE WE GOING
4 TO MAKE NARRAGANSETT BAY MORE LIKE TOKYO BAY THAN
5 OTHER ATLANTIC BAYS BECAUSE OF WHAT'S IN THE BILGE
6 FROM THE SHIPS, WHAT'S DISCHARGED IN THE BILGE, OR
7 WHAT COMES IN ON THE HULLS OF THE SHIPS?

8 AND ANOTHER AREA THAT I'M INTERESTED IN
9 IS THE ENVIRONMENTAL IMPACT OR THE ECONOMIC IMPACT
10 ACTUALLY OF PUTTING A CONTAINER PORT AT QUONSET.
11 WHAT TYPES OF INDUSTRIES WOULD BE ATTRACTED TO THE
12 AREA IF THERE WAS A CONTAINER PORT THERE VERSUS THE
13 TYPES OF INDUSTRIES THAT WOULD BE ATTRACTED WITHOUT
14 A CONTAINER PORT? AND WHAT TYPES OF THINGS WOULD
15 THOSE BUSINESSES BE DOING? WHAT WOULD BE THE
16 TYPICAL SALARY RANGE IN EITHER CASE? AND WHAT WOULD
17 BE THE TYPICAL ENVIRONMENTAL IMPACT OF WHAT THOSE
18 TYPES OF COMPANIES WOULD DO IN EITHER CASE?

19 OH, IT HAS BEEN DISCUSSED RECENTLY THAT
20 DIESEL FUMES ARE A MAJOR CAUSE OF ASTHMA AND OTHER
21 BREATHING AILMENTS LIKE THAT. WHAT IS THE EFFECT OF
22 TRUCKS IDLING WHILE WAITING TO PICK UP CONTAINERS AT
23 A MAJOR CONTAINER PORT AND ALSO THE TRUCKS THAT
24 WOULD BE GOING THROUGH THE TOWN OF NORTH KINGSTOWN

1 AND THROUGH NEIGHBORING TOWNS. THERE'S A LOT OF
2 STOPLIGHTS. THERE'S NO EASY ACCESS TO ROUTE 95.
3 WHAT WOULD BE THE EFFECT OF DIESEL FUMES FROM ALL OF
4 THOSE TRUCKS?

5 AND THAT'S IT.

6 ROB LEESON: MY NAME IS ROB LEESON,
7 L-E-E-S-O-N. I LIVE AT 4 HAZARD AVENUE,
8 NARRAGANSETT 02882.

9 THERE HAVE BEEN A ZILLION QUESTIONS WITH
10 REGARD TO THE ENVIRONMENT. I THINK THEY ARE ALL
11 JUSTIFIED IN BEING ANSWERED. TO DATE, NONE HAVE
12 BEEN ANSWERED TO MY SATISFACTION.

13 MY QUESTION TODAY IS PRIMARILY ECONOMIC.
14 WE STARTED THIS PROCESS SAYING IT WAS GOING TO BE A
15 PRIVATE DEVELOPER'S PROCESS, AND THAT THE STATE WAS
16 NOT GOING TO INVEST MONEY, AND THAT MEANS THE
17 TAXPAYERS WERE NOT GOING TO INVEST MONEY.

18 AS IT TURNS OUT, OUR GOVERNOR, AS A
19 RESULT OF PRESSURE FROM WHO KNOWS WHERE, IS PURSUING
20 THE PROCESS FURTHER. HE'S TRYING TO AUTHORIZE A
21 MILLION AND A HALF DOLLARS FOR A PROJECT WHICH
22 NOBODY HAS SHOWN CAN BE ECONOMICALLY FEASIBLE.

23 THERE ARE, I BELIEVE, TWO OR THREE PORTS
24 ONLY IN THE ENTIRE UNITED STATES WHICH DO NOT

1 REQUIRE A MAJOR STATE OR CITY SUBSIDY. SUBSIDY
2 MEANING MONEY FROM THE TAXPAYERS. I CAN'T IMAGINE
3 WHAT MAKES THE STATE OF RHODE ISLAND THINK THAT THEY
4 COULD START A NEW PORT AND NOT HAVE A MAJOR SUBSIDY.

5 PLEASE EXPLAIN THE FINANCIAL SITUATION
6 AND WHY THE TAXPAYERS, WHO ARE ALREADY MILLIONS OF
7 DOLLARS IN DEBT, SHOULD ACCEPT MORE DEBT.

8 THANK YOU.

9 NANCY HSU FLEMING: MY NAME IS NANCY
10 HSU, H-S-U, FLEMING, F-L-E-M-I-N-G. MY ADDRESS IS
11 P.O. BOX 296, SAUNDERSTOWN, RHODE ISLAND 02874.

12 I AM A RESIDENT OF NORTH KINGSTOWN AND
13 HAVE BEEN FOR 17 YEARS. I AM OPPOSED TO THE
14 PROPOSED USE OF QUONSET POINT. THERE ARE THREE
15 REASONS I WOULD LIKE TO MENTION.

16 FIRST IS AESTHETICS. I WOULD LIKE YOU
17 TO LOOK AT THE AESTHETIC VALUE OF THE NARRAGANSETT
18 BAY. IT IS NOT JUST A BODY OF WATER. IT IS A
19 TREASURE OF THIS STATE. WHEN I HAVE GUESTS FROM OUT
20 OF TOWN, I DON'T TAKE THEM TO MUSEUMS OR TO THE
21 CITY. I TAKE THEM OVER THE BAY, OVER THE TWO
22 BRIDGES, SO THAT THEY CAN SEE THE STATE TREASURE
23 CALLED NARRAGANSETT BAY. IT IS LIKE A MUSEUM, AND,
24 THEREFORE, THE AESTHETIC VALUE SHOULD BE CONSIDERED.

1 NUMBER TWO, THE ENVIRONMENTAL IMPACT OF
2 THE CONTAINER PORT IS OF MONUMENTAL CONCERN TO ME.
3 WE SPEND MILLIONS OF DOLLARS CLEANING UP BLACKSTONE
4 RIVER SO THAT THE WATER THAT ENTERS THE BAY
5 ULTIMATELY IS AS CLEAN AS POSSIBLE. WHY WOULD WE
6 THEN DEGRADE THE WATER BY PUTTING A CONTAINER PORT
7 IN THE BAY? THAT SIMPLY DOES NOT MAKE SENSE. WE
8 ARE THEN THROWING AWAY MILLIONS AND MILLIONS OF
9 DOLLARS.

10 THE THIRD REASON IS A HISTORIC ONE. THE
11 LAST PROPOSED USE OF QUONSET POINT BY THE STATE WAS
12 A MUNICIPAL WASTE INCINERATOR. THE STATE SPENT
13 \$6 MILLION TRYING TO PUT AN INCINERATOR AT QUONSET
14 POINT.

15 MY GUT INSTINCT IS THAT THEIR PRESENT
16 PROPOSED USE IS GOING TO BE SIMILAR TO THE TRASH
17 INCINERATOR. IT HAS ABSOLUTELY NO ECONOMIC VALUE TO
18 THE PEOPLE WHO LIVE IN THE AREA. IT WILL DEGRADE
19 THE AIR, DEGRADE THE WATER, AND DEFINITELY DEGRADE
20 THE QUALITY OF LIFE FOR THE PEOPLE WHO LIVE IN NORTH
21 KINGSTOWN.

22 I HAVE A SUGGESTION FOR AN ALTERNATIVE
23 USE. WE ARE TALKING ABOUT A STUNNING PIECE OF
24 WATERFRONT PROPERTY. IT SHOULD BE USED FOR PEOPLE

1 TO ENJOY, SUCH AS AN EDUCATIONAL INSTITUTION. A
2 UNIVERSITY WOULD ALSO ATTRACT NEW TALENT TO THIS
3 STATE, AND AS WE KNOW, NEW TALENT WILL INCREASE THE
4 POTENTIAL FOR ECONOMIC OPPORTUNITY.

5 CATHERINE W. BEARD: MY NAME IS
6 CATHERINE W. BEARD, B-E-A-R-D, 161 MOUNT VIEW
7 AVENUE, NORTH KINGSTOWN, RHODE ISLAND 02852.

8 AND I WISH TO VOICE MY DISAPPROVAL OF A
9 CONTAINER PORT AT QUONSET POINT. BASED UPON THE
10 BEAUTY OF THE BAY AND THE ECOLOGICAL DAMAGE THAT
11 WOULD BE DONE MAKES ME VERY SAD, AND I FEAR FOR THE
12 HEALTH OF THE BAY AND THE HEALTH OF THE PEOPLE
13 AROUND THE BAY IF THIS PROPOSITION BECOMES A
14 REALITY.

15 I ASK THAT THE ARMY CORPS OF ENGINEERS,
16 IN ITS WISDOM, EVALUATE NARRAGANSETT BAY AS A
17 WORLD-CLASS ECOLOGICAL BODY OF WATER THAT HOUSES
18 EVERY KIND OF SPECIES, FISH, MOLLUSK; AND ANY DAMAGE
19 TO THAT WOULD BE A DAMAGE TO THE WHOLE STATE, IF NOT
20 EVEN THE WHOLE AREA.

21 I HOPE THAT THE ARMY CORPS OF ENGINEERS
22 WILL, IN ITS WISDOM, FIND THAT THIS PROJECT IS NOT
23 SUITABLE.

24 ALSO, I DON'T FEEL THAT THE ECONOMIC

1 GROWTH THAT WOULD COME FROM THIS PROJECT WOULD
2 WARRANT THE COURSE THAT IT WOULD TAKE ON THE
3 ENVIRONMENT AND ON THE BEAUTY OF NARRAGANSETT BAY.

4 AND I THINK THAT'S ALL.

5 CAROL HUESTON: MY NAME IS CAROL
6 HUESTON, H-U-E-S-T-O-N. I'M A MEMBER OF THE NORTH
7 KINGSTOWN SCHOOL COMMITTEE. MY ADDRESS IS
8 58 DEERFIELD COURT, NORTH KINGSTOWN, RHODE ISLAND
9 02852.

10 AS A MEMBER OF THE SCHOOL COMMITTEE, I
11 WOULD LIKE TO KNOW WHAT IMPACT THIS PORT WOULD HAVE
12 ON THE SCHOOL SYSTEM. WOULD THE SCHOOL POPULATION
13 INCREASE? DECREASE?

14 AND ALSO WITH THE SAFETY ISSUES TAKEN
15 INTO CONSIDERATION, WHAT ADDITIONAL SAFETY MEASURES
16 SHOULD WE TAKE FOR THE SCHOOLS SINCE SOME OF OUR
17 SCHOOLS ARE QUITE CLOSE TO THE BASE?

18 PAUL VOLMER: MY NAME IS PAUL VOLMER,
19 V-O-L-M-E-R, 24 CAVANAUGH COURT, NORTH KINGSTOWN,
20 RHODE ISLAND.

21 I WOULD JUST LIKE TO REITERATE SOME OF
22 THE COMMENTS I MADE IN THE MEETING.

23 I WOULD JUST LIKE TO MAKE SURE THAT THE
24 AIR QUALITY IS LOOKED AT CLOSELY BECAUSE OF THE VAST

1 NUMBER OF TRUCKS, A THOUSAND TRUCKS A DAY, AND THE
2 SHIPS WHICH I HEAR POLLUTE AT THE RATE OF ABOUT
3 2,000 TRUCKS A DAY. THEY SHOULD BE MONITORED FOR
4 CONTAMINANTS SO THE NEIGHBORHOODS AROUND THE FORMER
5 BASE ARE NOTIFIED OF POTENTIAL CONTAMINANTS.

6 I WOULD ALSO LIKE TO SAY THAT THE ARMY
7 CORPS SHOULD BE AWARE THAT THERE HAS BEEN OPPOSITION
8 FOR THE LAST FOUR YEARS AGAINST THIS PROJECT.
9 VIRTUALLY ALL OF SOUTH -- OF SOUTHERN RHODE ISLAND
10 IS AGAINST THIS CONTAINER PORT PROJECT AND SEEK
11 OTHER ALTERNATIVES.

12 DURING THE MASTER PLAN HEARINGS AT THE
13 RHODE ISLAND ECONOMIC DEVELOPMENT CORPORATION, WE
14 AGAIN AND AGAIN HAD HUNDREDS OF PEOPLE VOICE THEIR
15 OPPOSITION BUT WERE IGNORED. CURRENTLY 13 TOWNS,
16 INCLUDING NEWPORT AND WARWICK, ARE AGAINST THE PORT.

17 AT THIS TIME, FIVE OF THE SIX CANDIDATES
18 FOR GOVERNOR ARE AGAINST THE PORT AND WILL STOP THE
19 EIS WHEN THEY ARE ELECTED.

20 SO I ASK THAT THE ARMY CORPS GIVE WEIGHT
21 TO ALTERNATIVES, SUCH AS A CONDOMINIUM COMPLEX,
22 INCREASED MARINE FACILITIES, THE SARATOGA MUSEUM
23 PROJECT, OR AN OFFICE PARK OR MARINE INDUSTRIES SUCH
24 AS SHIPBUILDING.

1 ANY -- EFFORT SHOULD NOT BE WASTED ON A
2 PORT PROPOSAL SINCE THIS WILL VERY LIKELY NOT
3 HAPPEN, SO PLEASE, I ASK THE CORPS TO GIVE EQUAL
4 WEIGHT TO ALTERNATIVE PROJECTS SO THE PEOPLE OF
5 RHODE ISLAND CAN STUDY THESE ALTERNATIVES, BECAUSE
6 WE HAVE NOT BEEN PRESENTED WITH ANY ALTERNATIVES BY
7 THE EDC.

8 THE CONTAINER PORT WILL PRODUCE NOISE,
9 AIR, AND LIGHT POLLUTION, PLUS THE POLLUTION FROM
10 BALLAST WATER THAT COULD HARM OUR MARINE ECOSYSTEM.

11 THERE ARE MANY DIFFERENT TYPES OF
12 ALTERNATIVES THAT WOULD NOT HAVE THESE SEVERE
13 IMPACTS, AND I ASK THE CORPS TO PRESENT THESE
14 ALTERNATIVES.

15 ALSO, I WOULD LIKE TO COMMENT ON THE
16 SECURITY PROBLEMS THAT THE PORT PRESENTS. BECAUSE
17 OF THE "WAR ON TERRORISM," ANYTHING COULD HAPPEN.

18 A RECENT 60 MINUTES SEGMENT EXPLAINED
19 THAT ONLY 2 PERCENT OF CONTAINERS ARE INSPECTED.
20 EACH ONE OF THESE CONTAINERS COULD HARBOR A BOMB OR
21 WEAPON OF MASS DESTRUCTION.

22 WE BELIEVE IN MY GROUP, THE NO PORT
23 COALITION, THAT THE RISKS -- THE RISKS SHOULD NOT BE
24 TAKEN, BECAUSE -- ESPECIALLY BECAUSE THESE CONTAINER

1 SHIPS WOULD PASS SENSITIVE INSTALLATIONS, SUCH AS
2 THE NAVAL WAR COLLEGE AND THE AIR NATIONAL GUARD AT
3 QUONSET. IT IS MUCH BETTER TO DO THE UTMOST TO
4 PROTECT OUR HOMELAND SECURITY.

5 AND, ALSO, IT WOULD BE A VERY GOOD IDEA
6 TO ERECT SOME REMEMBRANCE OF WHAT QUONSET POINT WAS
7 A PART OF, WHICH IS THE WAR AGAINST TYRANNY, WORLD
8 WAR II.

9 THE SARATOGA PROJECT WOULD BE A
10 WONDERFUL COMMEMORATION AND DESERVES TO BE ON THE
11 WATERFRONT. PEOPLE SHOULD VISIT NARRAGANSETT BAY
12 AND SEE THE BEAUTY AND THINK ABOUT OUR PAST AND NOT
13 BE AFRAID TO GO THERE BECAUSE OF THE POLLUTION.

14 IN CLOSING, I WOULD LIKE TO SAY THAT THE
15 TOWN OF NORTH KINGSTOWN HAS HIRED THE TOPMOST
16 ENVIRONMENTAL LAWYER. HE HAS DEFEATED A CONTAINER
17 PORT PROPOSAL ON SEARS ISLAND IN MAINE.

18 THE TOWN, I'M SURE, WILL FIGHT THIS TO
19 THE END. THE LOCAL COMMUNITIES WILL FIGHT THIS TO
20 THE END, AND WE EXPECT THAT WE WILL WIN IN THE END.

21 SO, I ASK THE CORPS TO RECOGNIZE OUR
22 POWER, WHICH IS THE POWER OF THE PEOPLE, VERSUS THE
23 GOVERNOR WHO WILL BE LEAVING SHORTLY.

24 THANK YOU.

1 SENATOR JAMES C. SHEEHAN: MY NAME IS
2 SENATOR JAMES C. SHEEHAN, S-H-E-E-H-A-N. MY ADDRESS
3 IS 40 BLUEBERRY LANE, NORTH KINGSTOWN, RHODE ISLAND
4 02852.

5 I'M NOT ONLY THE STATE SENATOR FOR
6 NORTH KINGSTOWN, I AM ALSO A NONVOTING MEMBER OF THE
7 QUONSET/DAVISVILLE MANAGEMENT CORPORATION, WHICH
8 OVERSEES THE PARK AT QUONSET POINT/DAVISVILLE
9 DIRECTLY.

10 FOR THE RECORD, I OPPOSE THE PERMITTING
11 OF GOVERNOR ALMOND'S MEGA CONTAINER PORT. I JUST
12 WANTED TO OUTLINE SOME OF THE REASONS WHY I DO
13 OPPOSE IT.

14 ECONOMICALLY, IT DOESN'T MAKE DOLLARS
15 AND CENTS IF WE CONSIDER THE FOLLOWING: THE
16 COMPETITION IS FIERCE. WE WILL BE COMPETING
17 DIRECTLY AGAINST THE PORT OF NEW YORK AND NEW JERSEY
18 AS WELL AS THE PORT OF BOSTON JUST NORTH OF HERE.

19 WE WILL REQUIRE ENORMOUS PUBLIC
20 SUBSIDIES OF THIS PORT AND WILL HAVE TO COMPETE
21 AGAINST THOSE SAME PORTS FOREMENTIONED.

22 THERE ARE MANY WEAKNESSES ALSO IN THE
23 PORT STUDIES THEMSELVES, A LOT OF BAD NUMBERS AND A
24 LOT OF DUBIOUS PROJECTIONS THAT NEED TO BE LOOKED

1 INTO.

2 AS RONALD REAGAN HAD STATED WHEN WE WERE
3 TRYING TO VERIFY ARMS REDUCTIONS, HE SAID, "TRUST
4 BUT VERIFY." I WOULD URGE THE CORPS TO DO THE SAME
5 WITH THESE STUDIES AND NOT TAKE THEM AT FACE VALUE.

6 ENVIRONMENTALLY, I WOULD HOPE THE CORPS
7 WOULD CONSIDER THE FOLLOWING PROBLEMS POSED BY THIS
8 1.2 MILLION CONTAINER PER YEAR PORT AT FULL BUILD
9 OUT. THE IMPACT OF DREDGING ON FISHING -- ON THE
10 FISHING INDUSTRY, AS WELL AS TOURISM, I THINK, WOULD
11 BE TREMENDOUS.

12 THERE ARE APPROXIMATELY 1,400 COMMERCIAL
13 LICENSEES OUT THERE OF MANY FISHERMEN WHO EARN THEIR
14 LIVELIHOOD. IN FACT, THERE IS A TRADITION TO
15 FISHING IN RHODE ISLAND THAT MAY BE LOST.

16 TOURISM WILL ALSO BE AFFECTED. THAT IS
17 RHODE ISLAND'S CURRENT NUMBER ONE INDUSTRY, AND I
18 THINK IT WILL BE NEGATIVELY IMPACTED BY THIS. IT
19 CURRENTLY STANDS AT \$3.2 BILLION THAT WOULD HAVE TO
20 BE ASSESSED IN TERMS OF A COST IF WE DO HAVE THIS
21 MEGA CONTAINER PORT.

22 IN TERMS OF HEALTH AND QUALITY OF LIFE,
23 AIR AND WATER POLLUTION NEED TO BE ASSESSED, HOW
24 MUCH POLLUTION WOULD BE PRODUCED BY TRUCKS, BY THE

1 ENORMOUS SHIPS THAT COME IN WITH THESE CONTAINERS ON
2 THEM.

3 IF PUBLIC SUPPORT FOR THE CONTAINER PORT
4 IS TO BE INCLUDED IN ONE'S ASSESSMENT, I WOULD URGE
5 THAT THE ARMY CORPS OF ENGINEERS ASSESS THE FACT
6 THAT A FULL ONE-THIRD OF THE CITIES AND TOWNS OF
7 39 ALTOGETHER OPPOSE IN OFFICIAL CAPACITY THIS
8 CONTAINER PORT PROJECT.

9 IN ADDITION TO THAT, WE HAVE A
10 GUBERNATORIAL RACE COMING UP. OUT OF THE FIVE MAJOR
11 CANDIDATES FOR GOVERNOR, FOUR OF THEM OPPOSE THIS
12 CONTAINER PORT PROJECT; AND WITHOUT THE SUPPORT OF
13 THE GOVERNOR AND THE EXECUTIVE BRANCH, THIS PORT
14 WILL NOT GO FORWARD AND CANNOT GO FORWARD.
15 THEREFORE, I WOULD SEE THIS AS AN EXERCISE IN
16 FUTILITY.

17 FURTHERMORE, IF THE PORT DOES NOT GO
18 FORWARD -- OR EXCUSE ME -- IF IT WERE EVEN TO GO
19 FORWARD, ONE HAS TO ASK IF FEDERAL DOLLARS WOULD BE
20 USED TO DREDGE THE PORT; IF NOT, THEN THAT IS
21 ANOTHER COST THAT NEEDS TO BE HEAPED ON TOP OF THE
22 GROWING PILE OF COSTS FOR THIS ILL-ADVISED PORT.

23 THE NO-BUILD SCENARIO IS CLEARLY
24 PREFERABLE IN MY MIND. THE EDC'S -- THAT'S ECONOMIC

1 DEVELOPMENT CORPORATION'S -- OWN CONSULTANT ASSESSED
2 THAT THERE WILL BE THE SAME NUMBER OF JOBS PRODUCED
3 IF YOU HAD A PORT AS IF YOU DID NOT HAVE A PORT.
4 THE ONLY DIFFERENCE BEING THAT THERE WOULD BE HIGHER
5 QUALITY OF JOBS, IN OTHER WORDS, OFFICE AND RESEARCH
6 AND DEVELOPMENT TYPES OF JOBS AS OPPOSED TO
7 DISTRIBUTION AND WAREHOUSE JOBS, IF WE HAD NO PORT.

8 THEREFORE, IF THERE'S NO EXPENSE TO THE
9 STATE, ONE WOULD HAVE TO CONCLUDE RATHER STRONGLY
10 THAT IT IS -- THIS IS A CASE OF EXPANDING OR LAYING
11 OUT ENORMOUS REVENUE OR MONIES RATHER AT SOME HIGH
12 RISK TO THE STATE FOR THE SAME NUMBER OF JOBS AS
13 VIRTUALLY NO RISK AND LITTLE OUTLAY OF MONIES BY THE
14 STATE FOR THE SAME NUMBER OF JOBS, IF NOT HIGHER
15 QUALITY JOBS.

16 IF THERE IS TO BE A NO BUILD, I WOULD
17 IMPLORE THE ARMY CORPS OF ENGINEERS TO LOOK AT THE
18 FOLLOWING OPTIONS OR ALTERNATIVES, IF WE HAVE A NO
19 BUILD, WHICH AS I SAID EARLIER, WOULD PROBABLY COST
20 LITTLE TO NO MONEY ON BEHALF OF THE STATE OF RHODE
21 ISLAND.

22 THE MARINE BIOLOGY AND TECHNOLOGY
23 INDUSTRY - IT'S A NATURAL FIT INTO RHODE ISLAND. WE
24 ARE CALLED THE OCEAN STATE AND FOR GOOD REASON.

1 AS THEY ARE WITH MOST OTHER PORTS OF THIS SIZE AND
2 SCOPE. SIGNIFICANT FINANCIAL EXPOSURE OR RISK WILL
3 BE UNDERWRITTEN BY THE STATE.

4 THE OPPORTUNITY COST OF FOREGOING MORE
5 VIABLE AND ENVIRONMENTALLY FRIENDLY ALTERNATIVES
6 WILL BE PASSED UP IF WE GO FORWARD WITH THIS
7 ILL-ADVISED PORT; AND MOST IMPORTANTLY, QUITE
8 CONTRARY AGAIN TO THE VISION STATEMENT READ EARLIER,
9 THERE WILL BE A CERTAIN LOSS OF QUALITY OF LIFE FOR
10 ALL RHODE ISLANDERS IF WE GO FORWARD WITH THIS
11 CONTAINER PORT PROJECT, AND YOU CAN'T PLACE A PRICE
12 ON THAT ONCE IT'S BEEN LOST.

13 TO DATE, THERE'S BEEN NO COMPELLING AND
14 VALID EVIDENCE PRESENTED OR PRODUCED TO SHOW
15 DEFINITELY THAT THIS PORT, AS PLANNED, IS A GOOD
16 INVESTMENT FOR THE STATE OF RHODE ISLAND.

17 THE ONLY CHANCE THAT I SEE THAT THIS EIS
18 COULD POSSIBLY BE APPROVED -- OR RATHER THE PERMIT
19 SHOULD BE APPROVED WOULD BE IF THE NET BENEFITS OF
20 THE PROJECT WERE TO BE OVERSTATED, AND THE COST TO
21 THE STATE -- LET ME REVISE THAT, PLEASE, IF I CAN
22 BACK UP.

23 THE ONLY CHANCE FOR THIS PERMIT TO BE
24 APPROVED IS IF THE PORT -- IF THE PORT'S NET

1 BENEFITS WERE TO BE OVERSTATED AND THE COST TO THE
2 STATE UNDERSTATED.

3 IN SHORT, WE CAN ONLY LOSE THIS BATTLE
4 IF THE CONTAINER PORT IS GIVEN A THOROUGH
5 WHITEWASHING SINCE WE ALL KNOW THAT THIS PORT IS
6 SURELY DAMAGED GOODS.

7 I AND WE, THE COMMUNITY AND THE STATE OF
8 RHODE ISLAND, ARE ENTRUSTING THE ARMY CORPS OF
9 ENGINEERS WITH OUR VERY LIVELIHOOD, OUR HEALTH AND
10 WELFARE, AND OUR QUALITY OF LIFE, AND I TRUST YOU
11 WILL NOT LET US DOWN.

12 THANK YOU, AND I APPRECIATE THE
13 OPPORTUNITY TO RENDER MY COMMENTS TO THIS FINE
14 ORGANIZATION.

15 DAVID NOBLE: DAVID NOBLE. LAST NAME
16 N-O-B-L-E. ADDRESS, 935 PARK AVENUE, NO. 8,
17 CRANSTON, RHODE ISLAND 02910.

18 AND I'M GOING TO DELIVER REMARKS ON
19 BEHALF OF MYRTH YORK, AND THESE ARE -- IT'S IN MYRTH
20 YORK'S VOICE.

21 GOOD EVENING. MY NAME IS MYRTH YORK,
22 AND I AM A DEMOCRATIC CANDIDATE FOR GOVERNOR.

23 THANK YOU FOR COMING TO SOUTH COUNTY AND
24 LISTENING TO THE MANY CONCERNS RHODE ISLANDERS HAVE

1 ABOUT BUILDING A DEEP WATER CONTAINER PORT AT
2 QUONSET POINT.

3 BEFORE I PRESENT MY QUESTIONS TO THE
4 ARMY CORPS ABOUT THE EIS STUDY, I FEEL IT IS
5 IMPORTANT FOR ME TO STATE AGAIN FOR THE RECORD MY
6 STRONG OPPOSITION TO MOVING FORWARD WITH THE EIS
7 STUDY AT ALL.

8 I WANT TO MAKE IT CLEAR THAT IF I AM
9 ELECTED, ONE OF THE FIRST THINGS I WILL DO IS PULL
10 THE PLUG ON THIS PROCESS. NO MEGA PORT, NO WAY, NO
11 HOW, NOT WHEN I'M GOVERNOR.

12 RHODE ISLANDERS NEED A SERIOUS PLAN FOR
13 QUONSET POINT THAT BUILDS ON THE SUCCESSES THAT ARE
14 THERE, THAT CREATES JOBS AND ECONOMIC GROWTH, AND
15 PROVIDES REAL OPPORTUNITIES FOR RHODE ISLAND
16 FAMILIES.

17 WE SHOULD BE EXPLORING EXCITING PROJECTS
18 LIKE BRINGING THE USS SARATOGA TO QUONSET POINT,
19 BUILDING INNOVATIVE BIOTECHNOLOGY CENTERS, AND
20 DEVELOPING MORE OFFICE SPACE FOR ENTREPRENEURS.

21 WHEN I'M GOVERNOR, THESE KINDS OF
22 PROJECTS WILL MAKE QUONSET THE SLATER MILL OF THE
23 21ST CENTURY. I CERTAINLY WON'T SPEND \$450 MILLION
24 TO DIG A GIANT HOLE IN THE OCEAN.

1 THAT BEING SAID, THERE'S A LOT THAT
2 RHODE ISLANDERS, AND ESPECIALLY THE PEOPLE OF NORTH
3 KINGSTOWN DESERVE TO KNOW.

4 FIRST AND FOREMOST, YOU MUST STRICTLY
5 SCRUTINIZE THE ECONOMIC JUSTIFICATION FOR BUILDING
6 A PORT. THERE STILL IS NO PRIVATE DEVELOPER
7 IDENTIFIED, NOR HAS A MARKET BEEN IDENTIFIED.
8 WITHOUT ECONOMIC JUSTIFICATION, IT IS FOOLISH TO
9 TAKE ANY FURTHER STEPS IN THIS PROCESS AT ALL.

10 BESIDES THAT IMPORTANT ECONOMIC
11 QUESTION, THERE ARE SEVERAL CRITICAL ENVIRONMENTAL
12 QUESTIONS THAT RHODE ISLANDERS DESERVE ANSWERS TO.

13 WHAT WILL BE THE AIR QUALITY IMPACT OF A
14 LARGE LOAD CONTAINER PORT?

15 HOW WILL ANY CHANGE IN AIR QUALITY
16 AFFECT THE HEALTH OF RESIDENTS LIVING IN THE
17 COMMUNITY SURROUNDING THE PORT?

18 WHAT WILL THE TRAFFIC IMPLICATIONS BE?

19 HOW WILL EXISTING ROADS AND TRAFFIC
20 PATTERNS BE AFFECTED BY THE SUBSTANTIAL INCREASE IN
21 LARGE TRACTOR TRAILER TRUCKS TRAVELING THROUGH NORTH
22 KINGSTOWN AND SURROUNDING TOWNS?

23 WILL THERE BE A SAFE AND ADEQUATE WAY
24 FOR TRUCKS TO GET FROM ROUTE 4 TO ROUTE 95 SOUTH?

1 THERE IS NO NATURAL CONNECTION BETWEEN THESE ROUTES
2 NOW.

3 WHAT WILL THE ECONOMIC IMPACT BE ON THE
4 COUNTLESS RHODE ISLANDERS WHO MAKE THEIR LIVING ON
5 THE BAY?

6 HOW WILL THE PORT AFFECT THE TOURISM AND
7 FISHING INDUSTRIES SO CRITICAL TO THE CURRENT
8 ECONOMY OF RHODE ISLAND?

9 AGAIN, WHAT WE REALLY NEED IS A PLAN FOR
10 QUONSET POINT THAT BUILDS ON THE SUCCESSES ALREADY
11 FLOURISHING AT QUONSET, CREATES JOBS, AND ECONOMIC
12 GROWTH NOW, AND PROVIDES REAL OPPORTUNITIES FOR
13 RHODE ISLAND FAMILIES.

14 THANK YOU AGAIN FOR YOUR TIME.

15 ROSS A. ADRAIN: ROSS A. ADRAIN. THE
16 LAST NAME IS SPELLED A-D-R-A-I-N. MY ADDRESS IS
17 217 SHADY LEA ROAD, NORTH KINGSTOWN, RHODE ISLAND
18 02852.

19 BASICALLY, I WAS WONDERING IF WE COULD
20 ADDRESS THE -- IN THE IMPACT STUDY THE FREIGHT
21 RAILWAY IMPACT.

22 WE DON'T HAVE HEAVY RAIL TRAFFIC OR THE
23 VOLUME OF RAIL TRAFFIC AT THIS TIME, AND MOST OF THE
24 PEOPLE IN NORTHERN RHODE ISLAND ARE UNAWARE OF THE

1 RANGE OF THE EFFECT, MAGNITUDE OF THE EFFECT, THE
2 AMOUNT OF DISRUPTION OR DISTURBANCE OR DISCOMFORT
3 LIVING AROUND THESE FREIGHT RAILWAYS OR THE
4 POTENTIAL PROPERTY VALUE LOSS, ALL UP AND DOWN THE
5 FREIGHT RAILWAY CORRIDOR.

6 MOST PEOPLE, I THINK, ARE ALSO NOT AWARE
7 THAT THIS MIGHT BE A 24/7 OPERATION, AND I WAS
8 WONDERING WHAT THE IMPACT OF THAT WOULD BE, ALSO IN
9 QUALITY OF LIFE.

10 DREDGING. FROM WHAT I UNDERSTAND,
11 THERE'S ABOUT ONE METER OF CONTAMINATED, HIGHLY
12 CONTAMINATED SEDIMENT AROUND QUONSET POINT. I WAS
13 WONDERING IF THEY WOULD ADDRESS THAT DISPOSAL OR
14 TREATMENT.

15 ONE OF THE POSSIBILITIES OF DISPOSAL WAS
16 DUMPING AT SEA. I'M CURIOUS AND CONCERNED ABOUT THE
17 SUSPENSION OR RESUSPENSION OF CONTAMINANTS, BOTH IN
18 THE DREDGING AREA AND AT ANY DUMP SITE.

19 I'M CONCERNED ABOUT THE RANGE AND
20 LOCATION OF THE RESETTLING OF THESE CONTAMINANTS,
21 THE DURATION OF THEIR SUSPENSION, AND THE DAMAGE OR
22 END FOOD CHAIN DAMAGE, INCLUDING FUTURE GENERATIONS
23 TO SMALL AND VERY LARGE MARINE ANIMALS, NOT ONLY
24 LOCALLY, BUT IN THE NORTH SEA OR WHEREVER THE FOOD

1 CHAIN MAY BE AFFECTED AS WELL AS TO HUMANS.

2 OKAY. AS FAR AS THE AIRPORT IS
3 CONCERNED, I WANTED THEM TO ADDRESS THE REDUCTION IN
4 USE OR POTENTIAL DEVELOPMENT OF THE AIRPORT AT
5 QUONSET POINT, AND THE RELATED LOSS OF PROPERTY,
6 SAFETY, VALUE OF PROPERTY, AND QUALITY OF LIFE
7 AROUND THEODORE FRANCIS GREEN AIRPORT -- IN OTHER
8 WORDS, WARWICK, CRANSTON, EAST GREENWICH -- SHOULD
9 THE STATE BE FORCED TO INCREASE THE DEVELOPMENT OF
10 TF GREEN. THIS MIGHT BE A DIRECT RESULT OF THE LACK
11 OF THE ABILITY TO DEVELOP AT QUONSET.

12 ALSO, THE LACK OF THE POTENTIAL
13 DEVELOPMENT OF A PARK AND THE ATTRACTION FOR HIGH
14 END BUSINESSES THAT THAT MAY BRING; NOT TO MENTION
15 THE ENJOYMENT BY THE CITIZENS OF THE STATE; THE LOSS
16 OF THE EXISTING AND PERHAPS FUTURE DEVELOPED
17 BEACHFRONT AND ACCESS TO WATERFRONT, AND THE LOSS OR
18 IMPACT ON WILDLIFE REFUGE.

19 I WANT THEM TO THOROUGHLY TAKE A LOOK AT
20 INVASIVE SPECIES, BOTH MACRO AND MICROBIOLOGICAL,
21 AND THE IMPACT OF BILGE EXCHANGE.

22 I TALKED TO A TRUCKER TONIGHT THAT SAID
23 BASICALLY THE CONTAINER PORTS HE HAD VISITED WERE
24 SEWERS, BOTH IN THE WATER AND ON LAND. I WAS

1 CURIOUS AS TO HOW THAT HAPPENS, EVEN WITH CONTROLS
2 THAT I'M SURE ARE ALREADY IN PLACE.

3 AND THAT'S IT FOR NOW.

4 JAY FICAZZOLA: JAY FICAZZOLA, J-A-Y,
5 FICAZZOLA, F-I-C-A-Z-Z-O-L-A. MY ADDRESS IS
6 120 ELLIS ROAD, DAVISVILLE, RHODE ISLAND 02852.

7 AND I WOULD LIKE TO THANK YOU FOR THIS
8 OPPORTUNITY TO SPEAK.

9 I LIVE WITHIN A FEW THOUSAND FEET OF THE
10 PROPOSED PORT. I CONSIDER MYSELF AN ABUTTER. AS A
11 RESIDENT OF DAVISVILLE, A COMMUNITY IN WHICH I LIVE
12 AND LOVE, I HAVE A FEW PERSONAL CONCERNS I OFFER THE
13 ARMY CORPS FOR THEIR IMPACT ASSESSMENT.

14 NUMBER ONE, EVEN IF THIS PROPOSAL NEVER
15 BECOMES A PROJECT, I ASK THAT THE CORPS CONSIDER THE
16 PAST, CURRENT, AND ONGOING IMPACT SO MANY ARE
17 CURRENTLY BURDENED WITH, PARTICULARLY THIS TOWN'S
18 STAFF AND ELECTED OFFICIALS. THEY HAVE AND CONTINUE
19 TO WORK VERY HARD, DEDICATING TONS OF TIME, ENERGY,
20 AND EFFORT TO TRY TO ASSIST THE CORPS TO ENSURE THAT
21 ALL THE FORESEEABLE IMPACTS AND ALTERNATIVES ARE
22 CONSIDERED. AS A RESIDENT, A PRIVATE CITIZEN, AND
23 ONE OF THEIR CONSTITUENTS, I THANK THEM. I WANT THE
24 CORPS TO KNOW THIS IS AN IMPACT THIS TOWN CURRENTLY

1 ENDURES.

2 NUMBER TWO, I ABUT THE RAILROAD TRACK IN
3 DAVISVILLE, AND I ASK THAT THE CORPS CONSIDER ALL
4 THE POTENTIAL IMPACTS THIS PROPOSAL MAY HAVE IN THAT
5 REGARD. HOW MUCH ADDITIONAL TRAIN TRAFFIC? WHAT
6 CARGO MAY PASS MY HOUSE? WHAT ADDITIONAL HAZARDS
7 MAY RESULT? COULD THE NEED ARISE TO ADD MORE RAIL
8 TRACKS? I ASK THAT THE RAIL SYSTEM BE CAREFULLY
9 EXAMINED.

10 NUMBER THREE, I ALSO ABUT A GOVERNMENT
11 POWER LINE EASEMENT, WHICH EXTENDS THROUGH
12 DAVISVILLE, INTO THE COMMERCIAL PARK. ALTHOUGH THE
13 POWER LINES HAVE BEEN REMOVED, WHAT IMPACTS WOULD
14 THERE BE IF THIS EASEMENT WERE TO BE REACTIVATED?

15 NUMBER FOUR, I LIVE IN AND AM SUPPLIED
16 BY THE HUNT'S RIVER WATERSHED RESERVOIR. WHAT
17 IMPACT WILL THIS PROPOSAL HAVE ON OUR WATER SUPPLY?

18 NUMBER FIVE, I AM WITHIN A STONE'S THROW
19 OF THE ROUTE 403 HIGHWAY. WHAT ADDITIONAL IMPACTS
20 WOULD THIS PROPOSAL BRING VIA ROUTE 403?

21 THESE ARE A FEW OF MY CONCERNS I ASK THE
22 CORPS TO EVALUATE.

23 NUMBER SIX, MANY OF US, THE RESIDENTS OF
24 DAVISVILLE, POTENTIALLY MAY BE MOST IMPACTED. THESE

1 ARE COMPLEX ISSUES, AND I'LL BE THE FIRST TO ADMIT
2 HOW LITTLE I KNOW AT THIS POINT, AND I'M SURE THERE
3 ARE NUMEROUS IMPACTS AND ALTERNATIVES THAT MYSELF
4 AND MANY ARE NOT EVEN AWARE OF.

5 AND, LASTLY, I REQUEST AS THIS PROCESS
6 GOES FORWARD AND AS WE LEARN MORE, THAT THE CORPS
7 OFFER TO US, THE PUBLIC, MORE OPPORTUNITIES JUST
8 LIKE THIS SCOPING SESSION TO OFFER TO YOU MORE
9 INFORMATION AND LEGITIMATE CONCERNS FOR YOUR
10 CONSIDERATION.

11 THANK YOU.

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1 WRITTEN STATEMENTS

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5 WRITTEN STATEMENT OF URBAN R. NANNIG

6

7 JUNE 6, 2002

8 MR. GREGORY PENTA

9 REGULATORY DIVISION

10 U.S. CORPS OF ENGINEERS

11 NEW ENGLAND DISTRICT

12 696 VIRGINIA ROAD

13 CONCORD, MA 01742-7251

14 DEAR MR. PENTA,

15 MANY SUBJECTS WILL BE INTRODUCED AT THE

16 QUONSET CONTAINER PORT SCOPING MEETINGS. I WOULD

17 LIKE TO ADD A FEW THAT INTEREST ME AT THIS TIME.

18 SOME MAY BE REDUNDANT, BUT I WILL POSE THESE

19 QUESTIONS ANYWAY.

20 1. ECONOMICS

21 SINCE THE STATE OF RHODE ISLAND IS HEAVY

22 IN BONDED INDEBTEDNESS AND CANNOT BALANCE ITS

23 PRESENT BUDGET WITHOUT BORROWING FROM FUTURE INCOME,

24 (USE OF THE TOBACCO SETTLEMENT MONEY), I QUESTION

1 ITS FINANCIAL ABILITY TO TAKE ON A PROJECT AS BIG AS
2 THIS 1.2 MILLION TEU CONTAINER PORT. THE
3 INFRASTRUCTURE COSTS OF DREDGING AND FILLING THE
4 BAY, BUILDING PORT FACILITIES, ROADS, RAIL YARDS,
5 AND OTHER FIXED COSTS ARE STAGGERING. SINCE MOST
6 PORTS DO NOT MAKE MONEY AND ARE SUBSIDIZED BY THE
7 PUBLIC, THE COST-BENEFIT RATIO OF THE PROJECT LOOKS
8 NIL. CAN THE STATE AFFORD THE FINANCIAL
9 RESPONSIBILITY OF A CONTAINER PORT?

10 AS AN EXAMPLE OF THE STATE'S INABILITY
11 TO COMPLETE PROJECTS, I CAN CITE INABILITY TO REMOVE
12 THE OLD JAMESTOWN BRIDGE. EVEN THOUGH THE
13 U.S. COAST GUARD HAS WARNED THE STATE THAT THE
14 REMOVAL OF THE OLD JAMESTOWN BRIDGE CANNOT BE
15 DELAYED MUCH LONGER WITHOUT SERIOUS PENALTIES, THE
16 BRIDGE STANDS RUSTING AWAY. IN PROVIDENCE, THE
17 MASONIC TEMPLE OWNED BY THE STATE CONTINUES TO
18 CRUMBLE. IT HAS BEEN DETERIORATING FOR 75 YEARS,
19 AND THE STATE CANNOT AFFORD EITHER ITS REMOVAL OR
20 ITS REBUILDING.

21 ADDING NEW CAPITAL COSTS OF A CONTAINER
22 PORT ONLY COMPOUND THESE PROBLEMS. THE OVERALL
23 ECONOMICS AND THE STATE'S HISTORY OF INCOMPLETE
24 PROJECTS SHOULD BE CONSIDERED. PLEASE CONSIDER

2

3 2. BIRD SANCTUARIES

4 HOPE ISLAND WHICH IS LESS THAN ONE MILE
5 FROM THE PROPOSED CONTAINER PORT IS A NATIONAL
6 ESTUARINE SANCTUARY. THIS IS A NESTING AREA FOR
7 MANY BIRDS, INCLUDING SEAGULLS, TERNS, ET CETERA.
8 THIS SANCTUARY WILL BE SERIOUSLY AFFECTED BY THE
9 LIGHT, NOISE, AND AIR POLLUTION OF THE CONSTRUCTION
10 AND OPERATION OF A LARGE CONTAINER PORT. PLEASE
11 CONSIDER THIS ENVIRONMENTAL DAMAGE.

12 3. DREDGING

13 TO ACCOMMODATE THE MODERN DEEP DRAFT
14 VESSELS (50 FOOT DRAFT), THE STATE PLANS TO DREDGE A
15 52-FOOT CHANNEL ACROSS THE WEST PASSAGE OF
16 NARRAGANSETT BAY AND DOWN THE EAST SIDE OF CONANICUT
17 ISLAND. THIS TRENCH WILL EXTEND ABOUT TWO-THIRDS
18 THE DISTANCE WEST TO EAST ACROSS THE BAY. THIS IS
19 BOUND TO HAVE ENVIRONMENTAL EFFECTS ON THE WATER
20 FLOWING IN AND OUT OF THE BAY AND WILL HAVE UNKNOWN
21 EFFECTS ON THE MANY FISH AND SHELLFISH SPECIES WHICH
22 TRAVEL ACROSS THIS TRENCH. YOU MUST TAKE A HARD
23 LOOK AT THIS IMPACT.

24 4. QUALITY OF LIFE OF THE SURROUNDING

1 AREA

2 THE TOWNS OF NORTH KINGSTOWN AND
3 JAMESTOWN AND SPECIFICALLY THE COMMUNITIES OF MOUNT
4 VIEW, CEDARHURST, POPLAR POINT, AND SHORE ACRES ARE
5 ALL WITHIN A TWO-MILE RADIUS OF THE PROPOSED
6 CONTAINER PORT. WHAT WILL THE ENVIRONMENTAL IMPACT
7 OF THE LIGHT, NOISE, AND AIR POLLUTION BE ON THE
8 QUALITY OF LIFE? ALREADY THE IMPACT OF THE
9 QUONSET/DAVISVILLE INDUSTRIAL PARK HAS BEEN
10 SIGNIFICANT. AT THIS TIME THE CONSTRUCTION OF
11 SUBMARINES AT EB PRODUCES SIGNIFICANT NOISE AND
12 LIGHT POLLUTION TO SHORE ACRES AND MOUNT VIEW. I
13 KNOW. I HEAR AND SEE IT EVERY DAY SINCE I LIVE IN
14 SHORE ACRES. A CONTAINER PORT WOULD BE MUCH WORSE.

15 THE AIR POLLUTION FROM THE ADDED DIESEL
16 TRUCKS, LOCOMOTIVES, AND SHIPS WILL BE SIGNIFICANT,
17 TO SAY NOTHING OF THE TRAFFIC IMPACT. AT CERTAIN
18 TIMES OF YEAR THE STATE IS ALREADY IN VIOLATION OF
19 THE CLEAN AIR ACT. A CONTAINER PORT WOULD
20 UNDOUBTEDLY ADD TO THIS VIOLATION. THE WATER
21 QUALITY IS ALSO BOUND TO BE DEGRADED. PLEASE STUDY
22 THE ENVIRONMENTAL IMPACT OF THE AIR AND WATER
23 QUALITY ON THE QUALITY OF LIFE OF THE ESTABLISHED
24 RESIDENTIAL COMMUNITIES.

1 5. INVASIVE SPECIES

2 FOREIGN VESSELS ENTERING NARRAGANSETT
3 BAY IN LARGE NUMBERS ARE BOUND TO HAVE INVASIVE
4 SPECIES ATTACHED TO THEIR HULLS OR IN THEIR BILGE
5 WATER. THIS COULD POSE A SERIOUS PROBLEM FOR OUR
6 FIN AND SHELLFISH GROWN IN THE BAY. FISHING IS ONE
7 OF OUR BIGGEST AND MOST WELL-ESTABLISHED ENDEAVORS,
8 BOTH COMMERCIALY AND RECREATIONALLY. THE EFFECT OF
9 THESE INVASIVE SPECIES ON OUR NATIVE FLORA AND FAUNA
10 CAN BE IRREVERSIBLE. THIS THREAT MUST BE CAREFULLY
11 STUDIED BEFORE A CONTAINER PORT IS PERMITTED.

12 6. SECURITY

13 SINCE 9/11, THE COUNTRY IS AWARE THAT A
14 TERRORIST ATTACK CAN COME FROM UNUSUAL PLACES. OUR
15 NEW HOMELAND SECURITY SECRETARY HAS SAID THAT THE
16 SHIPPING CONTAINER IS A VERY REAL THREAT TO OUR
17 SECURITY. THESE CONTAINERS ALL COME FROM FOREIGN
18 PORTS AND CAN BE HIDING PLACES FOR WEAPONS OF MASS
19 DESTRUCTION AND/OR INVADING TERRORISTS. THE
20 ADMISSION THAT ONLY ABOUT 2 PERCENT OF THE IMPORTED
21 CONTAINERS ARE EVER INSPECTED MAKES THEM A DANGEROUS
22 CONVEYANCE.

23 CONTAINER SHIPS BOUND FOR QUONSET WOULD
24 PASS WITHIN ONE MILE OF THE CITY OF NEWPORT AND THE

1 U.S. NAVAL WAR COLLEGE. BOTH COULD BE CONSIDERED
2 LIKELY TARGETS. IN ADDITION, QUONSET HOUSES THE
3 ELECTRIC BOAT DIVISION OF GENERAL DYNAMICS, BUILDING
4 THIS COUNTRY'S SUBMARINES, ANOTHER VERY LIKELY
5 TARGET. UNTIL 100 PERCENT INSPECTION OF THESE
6 CONTAINERS CAN BE ASSURED, NO FOREIGN CONTAINERS
7 SHOULD BE ALLOWED TO ENTER NARRAGANSETT BAY. HOW IS
8 THE GOVERNMENT GOING TO PROTECT US FROM THESE
9 ATOMIC, RADIOLOGICAL, AND BIOLOGIC WEAPONS? PLEASE
10 ADD THIS ENVIRONMENTAL THREAT TO YOUR STUDIES.

11 7. ALTERNATIVES

12 THERE ARE MANY OTHER USES FOR THE
13 QUONSET PROPERTY. THE PRESENT USE AS A HIGH TECH
14 INDUSTRIAL PARK IS NOBLE AND PRODUCES LITTLE
15 ENVIRONMENTAL IMPACT. USE AS A MODERN HOTEL AND
16 MARINA HAS BEEN PROPOSED. BOATING ACTIVITIES CENTER
17 FOR NARRAGANSETT BAY IS AN IDEAL USE. AQUACULTURE
18 AND MARINE BIOLOGY RESEARCH COULD BE A CLEAN USE.
19 IN SHORT, THERE ARE MANY WATERFRONT USES OTHER THAN
20 A LARGE, IMPOSING CONTAINER PORT.

21 THANK YOU,
22 URBAN R. NANNIG
23 515 SHORE ACRES AVE.
24 NORTH KINGSTOWN RI 02852

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WRITTEN STATEMENT OF MICHAEL MCGIVENEY

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6

RHODE ISLAND SHELLFISHERMEN'S ASSOCIATION

7

OPPOSITION TO A CONTAINER PORT

8

1. LOSS OF IMPORTANT FISHING GROUNDS

9

AND HABITAT DUE TO DREDGING, FILLING, OR WATER

10

QUALITY DEGRADATION.

11

A. THE AREAS THAT SURROUND AND

12

ENCOMPASS THE PROPOSED CONTAINER PORT AND ITS MARINE

13

LIFE ARE A VALUABLE AND RENEWABLE RESOURCE TO THE

14

STATE OF RHODE ISLAND AND ITS COMMERCIAL AND

15

RECREATIONAL FISHERMEN. THIS AREA PROVIDES CRUCIAL

16

HABITAT TO BOTH FINFISH AND SHELLFISH AND IS AN

17

IMPORTANT FISHING AREA.

18

ROB JOHNSON, A SHELLFISH BUYER FROM

19

GARDNER'S WHARF IN WICKFORD, RI BOUGHT OVER \$50,000

20

WORTH OF SOFT-SHELLED CLAMS FROM THE FRYER'S COVE

21

AREA ALONE LAST YEAR. ALONG WITH SOFT-SHELLED

22

CLAMS, THERE IS AN ABUNDANCE OF HARD SHELL CLAMS AND

23

OYSTERS IN THIS AREA. THIS PROVIDES A CRUCIAL AREA

24

OF FISHING FOR THE THOUSANDS OF COMMERCIAL LICENSED

1 FISHERMEN. A LOSS OF THIS AREA, WHETHER THROUGH
2 DREDGING OR FILL OR WATER QUALITY DEGRADATION WOULD
3 HAVE A DEVASTATING BLOW TO THE COMMERCIAL FISHERMEN
4 OF THE STATE. THIS AREA ALSO IS LOCATED ON THE
5 WESTERN SHORE OF NARRAGANSETT BAY AND PROVIDES AN
6 IMPORTANT LEE TO THE STRONG WESTERLY WINDS THAT
7 DOMINATE THE FALL AND WINTER.

8 2. INTRODUCTION OF NONNATIVE, INVASIVE
9 MARINE SPECIES EITHER THROUGH BILGE WATER
10 CONTAMINATION OR ATTACHED TO THE HULLS OF THE SHIP.

11 A. NONNATIVE, INVASIVE SPECIES HAVE
12 APPEARED IN EVERY PORT THAT ACCOMMODATES LARGE
13 CONTAINER SHIPS. THESE SHIPS SAIL FROM SOME OF THE
14 DIRTIEST AND MOST POLLUTED PORTS OF THE WORLD.
15 CONTAMINATION FROM THESE SHIPS WOULD JEOPARDIZE THE
16 100 MILLION COMMERCIAL FISHING INDUSTRY THAT EXISTS
17 IN RHODE ISLAND.

18 HAVING ATTENDED LECTURES ON THIS SUBJECT
19 WHILE SERVING AS A STAKEHOLDER IN THE INITIAL PORT
20 DISCUSSION, I WAS APPALLED TO HEAR THAT THE
21 INTRODUCTION OF NONNATIVE SPECIES WOULD ONLY BE A
22 MATTER OF TIME IF THIS PORT WERE TO GO FORWARD. THE
23 FISHERMEN OF THIS STATE ARE BLESSED WITH ONE OF THE
24 CLEANEST BAYS ON THE EAST COAST. A CONTAINER PORT

1 WOULD JEOPARDIZE THE FISHING INDUSTRY THAT THIS BAY
2 SUPPORTS.

3 3. AESTHETIC AND VISUAL POLLUTION

4 A. FOR THOSE THAT ARE FAMILIAR WITH
5 NARRAGANSETT BAY, THE TYPE OF 24/7 ACTIVITY THAT A
6 CONTAINER PORT WOULD GENERATE WOULD FOREVER CHANGE
7 ITS VISUAL AND ACOUSTIC NATURE. SMOKE AND LIGHT
8 GENERATED BY A CONTAINER PORT WOULD CHANGE THE
9 BUCOLIC NATURE THAT NOW EXISTS ON NARRAGANSETT BAY.
10 LARGE CRANES, LIGHTING, AND THE NOISE THAT WOULD BE
11 GENERATED BY THIS PORT WOULD ALTER THE TENURE OF
12 NARRAGANSETT BAY TO RESEMBLE THE MORE INDUSTRIALIZED
13 PORTS ON THE EAST COAST. FOR THOSE THAT WORK ON THE
14 BAY YEAR ROUND AND FOR THOSE THAT ENJOY ITS BEAUTY
15 IN THE SUMMER MONTHS, THIS IS UNACCEPTABLE.

16 SUBMITTED BY,
17 MICHAEL MCGIVENEY,
18 PRESIDENT, RISA

19

20 * * * * *

21

22 WRITTEN STATEMENT OF KONRAD STREULI

23

24 JUNE 6, 2002

1 ARMY CORPS OF ENGINEERS
2 SUBJECT: EIS PROCESS RE: A CONTAINER PORT AT
3 QUONSET POINT.

4 THIS PROCESS HAS BEEN PROMOTED BY THE
5 GOVERNOR, THE EDC, AND THE GOVERNOR'S CONSULTANT,
6 STEVE DAVIS, AS AFFORDING, AMONG OTHER THINGS, THE
7 MOST COMPREHENSIVE AND OBJECTIVE REVIEW OF THE
8 "LOCAL ECONOMICS IMPACTS" (INCLUDING THE NET
9 BENEFITS TO THE STATE OF RHODE ISLAND) OF THE EDC'S
10 CONTAINER PORT PROPOSAL.

11 THESE SAME PARTIES HAVE BEEN ASKED AT
12 VARIOUS TIMES TO REFERENCE THOSE SPECIFIC CONTAINER
13 PORT RELATED EIS PROCESSES THAT HAVE IN THE PAST, IN
14 FACT, GONE INTO THIS LEVEL OF ECONOMIC ANALYSIS
15 (WHICH WOULD HAVE TO LOOK AT THE COSTS AND BENEFITS
16 OF ALTERNATE ECONOMIC DEVELOPMENT STRATEGIES, FOR
17 INSTANCE, THE CONTINUED DEVELOPMENT OF QUONSET AS A
18 DIVERSIFIED INDUSTRIAL PARK.) AS FAR AS I KNOW,
19 NONE OF THEM HAS EVER MADE SUCH A REFERENCE.

20 I ASK THOSE ATTENDING AND REPRESENTING
21 THE ACOE WHETHER YOU PERSONALLY KNOW AND CAN
22 IDENTIFY ANY EIS PROCESSES RELATING TO A CONTAINER
23 PORT PROPOSAL, ANY TIME, AND ANYWHERE IN THE U.S.A.,
24 WHICH:

1 1. HAVE COMPREHENSIVELY EXAMINED THESE
2 "LOCAL ECONOMIC IMPACTS";

3 2. WHETHER THE ACOE OR ANY OTHER
4 COMPETENT, NEUTRAL PUBLIC BODY REACHED A CONCLUSION
5 AS TO THE VALIDITY OF SUCH ECONOMIC ANALYSIS AND THE
6 BEST POSSIBLE USE FOR THE REAL ESTATE IN QUESTION;

7 3. WHERE IN ANY REPORTS THE RECORD OF
8 SUCH EXAMINATION AND CONCLUSIONS EXIST; AND

9 4. WHERE A COPY OF THE WRITTEN REPORTS
10 CAN BE OBTAINED.

11 IF YOU CAN'T MAKE SUCH A REFERENCE AT
12 THIS MOMENT, I ASK YOU TO COMMIT THAT YOU WILL MAKE
13 THE ABOVE AVAILABLE IN WRITING, NOT LATER THAN ONE
14 MONTH FROM TODAY AND IN A PUBLIC WAY SO AS TO REACH
15 THOSE RHODE ISLANDERS WHO FEEL THEY HAVE A STAKE IN
16 THE GOVERNOR'S PROPOSAL FOR A CONTAINER PORT AT
17 QUONSET AND WOULD LIKE BETTER TO UNDERSTAND WHAT
18 LEVEL OF ECONOMIC REVIEW TO EXPECT FROM THIS
19 PROCESS. IT IS MY OPINION THAT IN LIGHT OF THE
20 HISTORY OF THE QUONSET CONTAINER PORT PROPOSALS TO
21 DATE, THIS IS ESSENTIAL FOR THE INTEGRITY OF THE EIS
22 PROCESS.

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* * * * *

WRITTEN STATEMENT OF RICHARD KENNELLY
TESTIMONY OF RICHARD KENNELLY, STAFF ATTORNEY
FOR THE CONSERVATION LAW FOUNDATION, AT THE
U.S. ARMY CORPS OF ENGINEERS PUBLIC SCOPING
SESSION REGARDING THE PROPOSED QUONSET
AND DAVISVILLE PORT AND COMMERCE PARK

JUNE 6, 2002

GOOD EVENING. MY NAME IS RICHARD
KENNELLY, STAFF ATTORNEY WITH THE CONSERVATION LAW
FOUNDATION, THE NEW ENGLAND ENVIRONMENTAL ADVOCACY
GROUP. THANK YOU FOR PROVIDING THIS OPPORTUNITY FOR
COMMENT. THE CONSERVATION LAW FOUNDATION (CLF)
IS A NONPROFIT, PUBLIC INTEREST ORGANIZATION WITH
THOUSANDS OF MEMBERS IN THE REGION AND OFFICES IN
PROVIDENCE; BOSTON; CONCORD, NEW HAMPSHIRE;
MONTPELIER, VERMONT; AND ROCKLAND, MAINE. FOUNDED
IN 1966, CLF FIRST ENGAGED IN ISSUES RELATING TO
QUONSET/DAVISVILLE SOME 25 YEARS AGO AND HAS BEEN A
LEADING PARTICIPANT IN THE RECENT STAKEHOLDER
PROCESS CONCERNING THE PORT.

CLF WILL SUBMIT DETAILED WRITTEN

1 COMMENTS AT A LATER TIME CONCERNING THE VARIOUS
2 ENVIRONMENTAL IMPACTS, ALTERNATIVES, AND OTHER
3 ELEMENTS THAT THE CORPS SHOULD INCLUDE IN THE SCOPE
4 OF THE ENVIRONMENTAL IMPACT STATEMENT (EIS).

5 TODAY I WOULD LIKE TO HIGHLIGHT TWO
6 FUNDAMENTAL POINTS. FIRST, CLF URGES THE CORPS TO
7 SEND THE PERMIT APPLICATION BACK TO THE STATE OF
8 RHODE ISLAND ON THE GROUNDS THAT IT IS INCOMPLETE,
9 INADEQUATE, AND FATALLY FLAWED. THE STATE'S
10 APPLICATION DOES NOT SUFFICIENTLY DEFINE THE PURPOSE
11 AND NEED FOR THE PROJECT, NOR DOES IT PROVIDE ANY
12 FEASIBILITY ANALYSIS OR OTHER SHOWING THAT SOME
13 PROJECT CONSISTENT WITH THE APPLICATION MIGHT
14 ACTUALLY BE FINANCED AND BUILT. WHAT DATA THE STATE
15 DOES PROVIDE IS INTERNALLY INCONSISTENT AND PREMISED
16 ON DUBIOUS AND UNSUPPORTED ASSUMPTIONS. ONE
17 SPECIFIC PROBLEM WITH THE APPLICATION THAT DIRECTLY
18 CONCERNS THE CORPS IS THAT THE ECONOMIC ANALYSIS
19 PROVIDED ASSUMES THE ESTABLISHMENT OF A FEDERAL
20 CHANNEL -- AND A FEDERAL COST SHARE IN THE PROJECT
21 OF SOME \$65 MILLION -- EVEN THOUGH THE APPLICATION
22 ITSELF SEEMS TO CONTEMPLATE A PROJECT WITHOUT
23 FEDERAL COST SHARING OR A FEDERAL CHANNEL.

24 BEFORE WE CAN HAVE A MEANINGFUL

1 DISCUSSION OF THE SCOPE OF ENVIRONMENTAL REVIEW,
2 THEN, THE CORPS SHOULD REQUIRE THE STATE TO SUBMIT A
3 NEW OR SUPPLEMENTAL APPLICATION THAT AT A MINIMUM
4 PROVIDES A CLEAR DEFINITION OF THE PROPOSED PROJECT;
5 A CLEAR STATEMENT OF PURPOSE AND NEED, SUPPORTED BY
6 A CREDIBLE AND THOROUGH FEASIBILITY STUDY; AND AN
7 ECONOMIC ANALYSIS THAT IS INTERNALLY CONSISTENT AND
8 CLARIFIES BOTH IN THE TEXT AND THE NUMBERS THAT THE
9 STATE IS NOT SEEKING FEDERAL COST SHARING. IF THE
10 STATE CHOOSES TO PURSUE THE FEDERAL CHANNEL AND
11 FEDERAL COST SHARING, THEN THE CURRENT EIS PROCESS
12 SHOULD BE PLACED ON HOLD PENDING THE CORPS'
13 FEASIBILITY ANALYSIS OF THE FEDERAL CHANNEL
14 PROPOSAL.

15 PROCEEDING WITH AN EIS AT THIS STAGE,
16 WITH SUCH A VAGUE AND INCONSISTENT FOUNDATION, WOULD
17 BE PREMATURE AND ILL ADVISED. THE CORPS SHOULD BE
18 ABLE TO DEVOTE ITS LIMITED RESOURCES INSTEAD TO
19 OTHER PROJECTS, SUCH AS THE CAPE WIND PROJECT. THAT
20 IS AN EXAMPLE OF A WELL-DEFINED PROJECT WITH CLEAR
21 PUBLIC BENEFITS AND A CLEAR PUBLIC NEED. THE
22 PROJECT PROPONENT IS A CREDIBLE PRIVATE DEVELOPER
23 THAT INTENDS TO BUILD THE PROJECT WITH PRIVATE
24 FINANCING. THE CAPE WIND PROJECT ALSO PRESENTS A

1 NUMBER OF SERIOUS ENVIRONMENTAL CONCERNS THAT MUST
2 BE CAREFULLY EVALUATED IN THE EIS PROCESS. THE
3 CORPS OUGHT TO BE ABLE TO DEVOTE ITS TIME AND
4 RESOURCES TO PROJECTS LIKE CAPE WIND WITHOUT HAVING
5 TO DEVOTE THOSE LIMITED RESOURCES TO THE CONTAINER
6 PORT PROJECT AT ISSUE -- A PROJECT WITH NO PRIVATE
7 FINANCIAL SUPPORT OR DEMONSTRATED PURPOSE OR NEED.

8 THE SECOND FUNDAMENTAL POINT CLF WOULD
9 LIKE TO HIGHLIGHT TODAY IS THIS: THERE ARE MANY WHO
10 WOULD LIKE THE ENVIRONMENTAL REVIEW PROCESS TO GO
11 FORWARD EVEN IF THE CONTAINER PORT PROPOSAL IS
12 INCOMPLETE AND FLAWED, ON THE GROUND THAT IT WILL
13 PROVIDE USEFUL STUDIES REGARDLESS OF WHAT HAPPENS AT
14 QUONSET AND DAVISVILLE. CLF URGES THE CORPS TO
15 RESIST THE TEMPTATION TO ACCOMMODATE SUCH A VIEW.
16 THE EIS PROCESS IS NOT THE APPROPRIATE ONE TO
17 INITIATE AND PRODUCE MARKET FEASIBILITY STUDIES AND
18 ECONOMIC ANALYSES -- THESE OUGHT TO BE DONE FIRST,
19 AND FROM THEM THE PROJECT SHOULD BE CAREFULLY
20 DEFINED. ONLY THEN SHOULD WE ALL TAKE THE TIME TO
21 ANALYZE THE ENVIRONMENTAL IMPACTS OF THE PROPOSAL.
22 IT IS IMPOSSIBLE AND USELESS TO EVALUATE THE
23 ENVIRONMENTAL IMPACTS OF SOMETHING WHEN THAT
24 SOMETHING IS UNDEFINED.

1 WHILE THERE ARE SOME USEFUL EFFORTS TO
2 COLLECT BASELINE ENVIRONMENTAL DATA, WHICH, PROPERLY
3 DESIGNED AND EXECUTED, WILL TAKE SEVERAL YEARS, CLF
4 URGES THE CORPS NOT TO ATTEMPT TO PREDICT THE
5 ENVIRONMENTAL IMPACTS OF THIS ILL-DEFINED PROJECT AT
6 THIS TIME. SIMILARLY, THERE ARE MANY BASIC
7 TRANSPORTATION AND GROWTH PLANNING ISSUES THAT RHODE
8 ISLAND CERTAINLY MUST ADDRESS AS PART OF ANY EFFORT
9 TO PROMOTE DEVELOPMENT AT QUONSET AND DAVISVILLE,
10 BUT THE EIS PROCESS FOR A PROPOSED CONTAINER PORT IS
11 NOT THE APPROPRIATE FORUM TO DO THIS ESSENTIAL
12 INFRASTRUCTURE PLANNING.

13 WE RECOGNIZE THE NEED TO DEVELOP QUONSET
14 AND DAVISVILLE RESPONSIBLY, TO CREATE JOBS, AND
15 REVITALIZE THE ENORMOUS BROWNFIELD SITES NEAR THE
16 BAY, BUT THE APPLICATION THE STATE CONTINUES TO PUSH
17 IS INADEQUATE AND INSUFFICIENT TO MERIT SCOPING FOR
18 AN EIS AT THIS STAGE. CLF URGES THE CORPS TO
19 REQUIRE RHODE ISLAND TO SUBMIT A COMPLETE, SOUND,
20 AND INTERNALLY CONSISTENT APPLICATION BEFORE
21 DEVOTING ANY MORE TIME OR RESOURCES TO THE CURRENT
22 APPLICATION.

23 THANK YOU FOR YOUR TIME AND FOR TAKING
24 THESE COMMENTS INTO CONSIDERATION.

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WRITTEN STATEMENT OF WILLIAM H. MURPHY

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JUNE 6, 2002

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TO: ARMY CORPS OF ENGINEERS

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THE TWO MAJOR CONCERNS I HAVE WITH THE
PROPOSED PROJECT ARE:

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FIRST, THERE IS A LACK OF ALTERNATIVES.
IT APPEARS THAT THE ONLY TWO OPTIONS GIVEN ARE TO
BUILD A LARGE LOAD CENTER PORT OR NO BUILD. BEING
THAT THIS IS A MAJOR WATERFRONT AREA, NUMEROUS
POSSIBILITIES EXIST. MY RECOMMENDATION FOR YEARS
HAS BEEN A CONDO/HOTEL/MARINA COMPLEX. THIS OPTION
SHOULD HAVE BEEN INVESTIGATED BY THE PROPOSING
AGENCY. I WAS TOLD TO DEVELOP THIS OPTION AND
PROPOSE IT TO THE RHODE ISLAND ECONOMIC DEVELOPMENT
CORPORATION. THAT IS NOT TREATING THE TWO OPTIONS
EQUALLY. THERE IS NEITHER A PORT DEVELOPER NOR
CONDO/HOTEL/MARINA DEVELOPER PROPOSING TO BUILD AT
QUONSET/DAVISVILLE. I DO FEEL THIS IS A VIABLE
OPTION AS THE UNIQUE LOCATION, I.E., NEXT TO AN
AIRPORT CREATES A SIGNIFICANT ADVANTAGE. THIS

1 OPTION MAY BE LESS ENVIRONMENTALLY DAMAGING. THIS
2 OPTION COULD ASSIST IN THE DEVELOPMENT OF THE MARINE
3 TRADES INDUSTRY PRESENTLY LOCATED IN THE IMMEDIATE
4 AREA.

5 SECONDLY, THERE HAS BEEN NO ECONOMIC
6 FEASIBILITY STUDY CONDUCTED. THE RK JOHNS REPORT
7 HAS BEEN REFERRED TO AS AN ECONOMIC STUDY, BUT IT
8 RESEMBLES A MARKETING STUDY AND LACKS THE
9 INDEPENDENT REVIEW. SEVERAL KEY FACTORS ARE
10 MISSING, SUCH AS, A BREAK-EVEN ANALYSIS. I DO NOT
11 BELIEVE THAT THE ARMY CORPS OF ENGINEERS SHOULD BE
12 CONDUCTING THE ECONOMIC STUDY. THAT SHOULD BE PART
13 OF THE EIS PACKAGE PRESENTED FOR REVIEW.

14 THANK YOU FOR YOUR TIME AND ATTENTION TO
15 THESE MATTERS. IF YOU NEED MORE INFORMATION OR IF I
16 CAN BE OF ASSISTANCE, PLEASE FEEL FREE TO CONTACT
17 ME.

18 SINCERELY,

19 WILLIAM H. MURPHY

20 STATE REPRESENTATIVE

21 DISTRICT 98 - JAMESTOWN, NEWPORT

22

23 * * * * *

24

1 WRITTEN STATEMENT OF ART HANDY
2
3 TESTIMONY TO ACE SCOPING HEARING ON
4 QUONSET CONTAINER PORT BY ART HANDY,
5 AMERICAN LUNG ASSOCIATION OF RHODE ISLAND

6 6/7/02

7 MY NAME IS ART HANDY, AND I AM THE
8 DIRECTOR OF ADVOCACY AND COMMUNICATIONS AT THE
9 AMERICAN LUNG ASSOCIATION OF RHODE ISLAND. OUR
10 MISSION IS TO PREVENT LUNG DISEASE AND PROMOTE LUNG
11 HEALTH. LUNG DISEASE IS THE NUMBER THREE KILLER IN
12 THE U.S.

13 WE BELIEVE THAT POLLUTANT EMISSIONS FROM
14 GREATER LEVELS OF TRUCK TRAFFIC, SHIP TRAFFIC, AND
15 OTHER VEHICLE EMISSIONS FROM TRAFFIC CONGESTION DUE
16 TO THE PROPOSED CONTAINER PORT AT QUONSET/DAVISVILLE
17 WILL CAUSE INCREASED DAMAGE TO LUNG HEALTH.
18 SPECIFICALLY, THIS DAMAGE WILL AFFECT THE WORKERS AT
19 THE PORT, THE RESIDENTS IN THE SURROUNDING AREAS,
20 AND RHODE ISLANDERS ALONG THE TRANSPORTATION
21 CORRIDORS OUT OF THE PROPOSED PORT.

22 TWO OF THE POLLUTANTS THAT WE KNOW WILL
23 AFFECT LUNG HEALTH ARE OZONE AND PARTICULATES.

24 OZONE - OZONE IS THE MAJOR COMPONENT OF

1 URBAN SMOG. IT IS FORMED BY CHEMICAL REACTIONS IN
2 THE ATMOSPHERE INVOLVING SUNLIGHT AND VARIOUS GASES
3 IN MOTOR VEHICLE EXHAUST AND INDUSTRIAL EMISSIONS.
4 OZONE IS A POWERFUL RESPIRATORY IRRITANT THAT CAN
5 CAUSE LUNG INFLAMMATION, TRANSIENT DECREASES IN LUNG
6 FUNCTION, SHORTNESS OF BREATH, CHEST PAIN, WHEEZING,
7 COUGHING AND EXACERBATION OF RESPIRATORY ILLNESSES
8 SUCH AS ASTHMA. LONG-TERM AND REPEATED OZONE
9 EXPOSURES MAY LEAD TO CHRONICALLY REDUCED LUNG
10 FUNCTION.

11 PARTICULATES - AS WE BREATHE, THE TOXIC
12 GASES AND SMALL PARTICLES OF DIESEL EXHAUST ARE
13 DRAWN INTO THE LUNGS. THE MICROSCOPIC PARTICLES IN
14 DIESEL EXHAUST ARE LESS THAN ONE-FIFTH THE THICKNESS
15 OF A HUMAN HAIR AND ARE SMALL ENOUGH TO PENETRATE
16 DEEP INTO THE LUNGS WHERE THEY CONTRIBUTE TO A RANGE
17 OF HEALTH PROBLEMS. DIESEL EXHAUST AND MANY
18 INDIVIDUAL SUBSTANCES CONTAINED IN IT (INCLUDING
19 ARSENIC, BENZENE, FORMALDEHYDE AND NICKEL) HAVE THE
20 POTENTIAL TO CONTRIBUTE TO MUTATIONS IN CELLS THAT
21 CAN LEAD TO CANCER. IN FACT, LONG-TERM EXPOSURE TO
22 DIESEL EXHAUST PARTICLES POSES THE HIGHEST CANCER
23 RISK OF ANY TOXIC AIR CONTAMINANT EVALUATED BY THE
24 CALIFORNIA EPA'S OFFICE OF ENVIRONMENTAL HEALTH

1 HAZARD ASSESSMENT (OEHHA).

2 POTENTIAL DANGERS TO LUNG HEALTH WITH
3 THESE CONTAMINANTS

4 ASTHMA IS A CHRONIC DISEASE THAT CAUSES
5 CONSTRICTION AND BLOCKAGE OF THE LUNG'S AIRWAYS. IT
6 AFFECTS OVER 24 MILLION IN THE U.S. AND OVER 64,000
7 IN RHODE ISLAND. IT IS THE NUMBER ONE CHRONIC
8 DISEASE AMONG CHILDREN. THE ESTIMATED DIRECT AND
9 INDIRECT COSTS OF THIS DISEASE ARE \$12.6 BILLION IN
10 THE U.S. AND \$40.7 MILLION IN RHODE ISLAND.

11 THIS DISEASE IS MARKED BY ASTHMA ATTACKS
12 THAT CAUSE FREQUENT VISITS TO THE EMERGENCY ROOM AND
13 CAN OCCASIONALLY CAUSE DEATH. SULFUR OXIDES,
14 PARTICULATES, OZONE, AND OTHER POLLUTANTS FROM THE
15 EMISSIONS OF THE MANY VEHICLES THAT WILL FREQUENT
16 SUCH A PORT ARE ALL TRIGGERS FOR ASTHMA ATTACKS.

17 THE OVER 45,000 PEOPLE IN RHODE ISLAND
18 WITH EMPHYSEMA, CHRONIC BRONCHITIS, AND OTHER FORMS
19 OF LUNG DISEASE AS WELL AS ALL OF US WITH HEALTHY
20 LUNGS ALSO ALL SUFFER FROM THE EFFECTS OF ALL OF
21 THESE POLLUTANTS WHEN THEY BECOME CONCENTRATED
22 ENOUGH.

23 FURTHER, CHILDREN ARE AMONG THOSE MOST
24 VULNERABLE TO THE HEALTH RISKS OF DIESEL EXHAUST

1 EXPOSURE. CONSTANT, SIGNIFICANT EXPOSURE TO DIESEL
2 EXHAUST, COUPLED WITH A CHILD'S HEIGHTENED
3 VULNERABILITY TO POLLUTION, IS WIDELY RECOGNIZED AS
4 A POTENTIAL CAUSE OF SEVERE HEALTH PROBLEMS IN
5 CHILDREN. IT IS WELL KNOWN, FOR EXAMPLE, THAT
6 CHILDREN RAISED IN HEAVILY POLLUTED AREAS FACE THE
7 PROSPECT OF REDUCED LUNG CAPACITY AND PREMATURELY
8 AGED LUNGS. IN ADDITION, CHILDHOOD ASTHMA IS ON THE
9 RISE AND IS, AMONG CHRONIC CONDITIONS, THE LEADING
10 CAUSE OF ABSENTEEISM FROM SCHOOL. STUDIES HAVE
11 SHOWN THAT THE PROXIMITY OF A CHILD'S SCHOOL OR HOME
12 TO MAJOR ROADS MAY BE LINKED TO ASTHMA, AND THE
13 SEVERITY OF CHILDREN'S ASTHMATIC SYMPTOMS INCREASES
14 WITH PROXIMITY TO TRUCK TRAFFIC.

15 OCCUPATIONAL - SHIP-BASED AND IDLING
16 TRUCKS

17 ONE OF THE GROUPS THAT WILL BE MOST
18 HARSHLY AFFECTED BY THE POLLUTION ARE THE TRUCK
19 DRIVERS, WORKERS AT THE PORT FACILITY, AND OTHER
20 WORKERS IN THE COMMERCE PARK.

21 THE TRUCKS PICKING UP AND DROPPING OFF
22 CONTAINERS WILL BE FORCED TO LEAVE THEIR TRUCKS
23 RUNNING FOR HOURS AS THEY WAIT IN LINE TO UNLOAD AND
24 LOAD. THIS IS THE TIME AND PLACE WHERE THE GREATEST

1 CONCENTRATIONS OF ALL OF THE POLLUTANTS MENTIONED
2 ABOVE WILL OCCUR.

3 IN ADDITION TO THE IMMEDIATE PROBLEMS
4 CAUSED BY THE LUNG IRRITANTS, THESE WORKERS WILL
5 FACE INCREASED RISK OF LUNG CANCER. IN ITS
6 COMPREHENSIVE ASSESSMENT OF DIESEL EXHAUST, OEHHA
7 ANALYZED MORE THAN 30 STUDIES OF PEOPLE WHO WORKED
8 AROUND DIESEL EQUIPMENT, INCLUDING TRUCK DRIVERS,
9 RAILROAD WORKERS, AND EQUIPMENT OPERATORS. THE
10 STUDIES SHOWED THESE WORKERS WERE MORE LIKELY TO
11 DEVELOP LUNG CANCER THAN WORKERS WHO WERE NOT
12 EXPOSED TO DIESEL EMISSIONS. THESE STUDIES PROVIDE
13 STRONG EVIDENCE THAT LONG-TERM OCCUPATIONAL EXPOSURE
14 TO DIESEL EXHAUST INCREASES THE RISK OF LUNG CANCER.
15 THE NATIONAL INSTITUTE FOR OCCUPATIONAL SAFETY AND
16 HEALTH (NIOSH), HAS CALCULATED CANCER RISKS FROM
17 DIESEL EXHAUST THAT ARE SIMILAR TO THOSE DEVELOPED
18 BY OEHHA.

19 EMISSIONS FROM THE INCOMING SHIPS ARE
20 GOING TO CAUSE A HOST OF AIR QUALITY PROBLEMS FOR
21 WORKERS AND RESIDENTS ALIKE. MARINE ENGINES OPERATE
22 ON EXTREMELY DIRTY FUELS WITH HIGH SULFUR AND
23 AROMATIC HYDROCARBON CONTENT. THIS CONTRASTS
24 SHARPLY WITH FUELS USED BY LAND- AND AIR-BASED FORMS

1 OF TRANSPORTATION. THE SULFUR CONTENT OF MARINE
2 DIESEL FUEL RANGES FROM 5,000 PARTS PER MILLION
3 (PPM) TO OVER 50,000 PPM. BY CONTRAST, DIESEL FUEL
4 USED BY ON-ROAD VEHICLES IN THE U.S. IS CAPPED AT
5 500 PPM AND WILL SOON BE REDUCED TO 15 PPM BY NEW
6 REGULATIONS. LARGE SHIPS ARE ONE OF THE TOP
7 DISCHARGERS OF NITROGEN AND SULFUR OXIDES AND DIESEL
8 PARTICULATE MATTER IN THE WORLD.

9 RHODE ISLAND ALREADY SUFFERS FROM
10 NONATTAINMENT OF THE NATIONAL AMBIENT AIR QUALITY
11 STANDARD (NAAQS) FOR OZONE. ON MAY 1ST OF THIS
12 YEAR, THE AMERICAN LUNG ASSOCIATION RELEASED ITS
13 STATE OF THE AIR REPORT FOR 2002, GIVING KENT AND
14 WASHINGTON COUNTIES "F"'S FOR THEIR NUMBER OF HIGH
15 OZONE DAYS. CLEARLY, IF THE NUMBERS OF LARGE SHIPS
16 IS INCREASED SIGNIFICANTLY, RHODE ISLAND WILL
17 CONTINUE TO FAIL TO REACH NAAQS ATTAINMENT AND WILL
18 BECOME EVEN MORE LIKELY TO HAVE DANGEROUSLY HIGH
19 LEVELS OF OZONE.

20 THE AMERICAN LUNG ASSOCIATION OF RHODE
21 ISLAND STRONGLY URGES THE ARMY CORPS OF ENGINEERS TO
22 LOOK CLOSELY AT THE FULL IMPACT OF THESE PROPOSALS
23 ON AIR QUALITY AND THE RESULTING DANGER TO PUBLIC
24 HEALTH.

1 BECAUSE -- WHEN YOU CAN'T BREATHE,
2 NOTHING ELSE MATTERS.

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6 WRITTEN STATEMENT OF SHEILA DORMODY

7

8 COMMENTS TO THE U.S. ARMY CORPS OF
9 ENGINEERS REGARDING THE ENVIRONMENTAL IMPACT
10 STATEMENT FOR THE PROPOSED CONTAINER PORT.

11 BY SHEILA DORMODY, RHODE ISLAND DIRECTOR OF
12 CLEAN WATER ACTION

13 JUNE 6, 2002

14 THANK YOU FOR THE OPPORTUNITY TO AIR
15 CLEAN WATER ACTION'S QUESTIONS REGARDING THE
16 ENVIRONMENTAL IMPACT OF THE PROPOSED CONTAINER PORT.
17 IF YOU CHOOSE TO GO AHEAD WITH THE ENVIRONMENTAL
18 IMPACT STATEMENT, RATHER THAN HONOR REQUESTS THAT
19 HAVE BEEN MADE FOR A MORE COMPLETE APPLICATION, WE
20 ENCOURAGE YOU TO CONSIDER THESE QUESTIONS ABOUT THE
21 PROPOSAL CONCERNING THE POTENTIAL RUNOFF POLLUTION
22 PROBLEMS AS WELL AS THE POTENTIAL FOR INVASIVE
23 SPECIES TO DISRUPT THE BAY'S ECOSYSTEM.

24 REGARDING RUNOFF, IT IS CLEAR THAT

1 TRUCKS AND COMMUTER CAR TRAFFIC WILL ADD TO EXISTING
2 POLLUTION CONCERNS.

3 * THE CORPS SHOULD TAKE BASELINE
4 STUDIES OF EXISTING AREAS OF RUNOFF PROBLEMS. IN
5 ADDITION, THE CORPS SHOULD STUDY AND EVALUATE
6 POSSIBLE CONTAMINATION OF WELL WATER AND AQUIFER
7 SOURCES, NOT ONLY IN THE IMMEDIATE QUONSET AREA, BUT
8 ALONG THE PROBABLE TRUCK ROUTES -- ROUTES 102, 403,
9 138, 4, 95, 295, AND 146.

10 REGARDING THE POTENTIAL FOR INVASIVE
11 SPECIES COMING FROM BALLAST WATER, WE KNOW THAT
12 AQUATIC LIFE WILL BE TAKEN INTO SHIPS AT THEIR
13 ORIGIN WITH THE BALLAST, AND TRAVEL ACROSS THE
14 GLOBE. SHIPS WILL RELEASE THE BALLAST WATER WHEN
15 THEY ARRIVE TO THE PORT. THEY MAY RELEASE IT IN
16 RHODE ISLAND SOUND OR THEY MAY RELEASE IN THE BAY.
17 THERE IS NO WAY TO KNOW BECAUSE THERE IS CURRENTLY
18 NO REGULATION OF THE RELEASE OF BALLAST WATER.

19 * HOW WILL THE CORPS PROJECT THE
20 POSSIBLE DAMAGE TO NARRAGANSETT BAY'S ECOSYSTEM FROM
21 INVASIVE SPECIES? THE CORPS SHOULD LOOK AT EXISTING
22 DAMAGE TO CHESAPEAKE BAY, PORTLAND, ME, AND LAKE
23 MICHIGAN.

24 * THE CORPS SHOULD ANALYZE THE EAST

1 COAST DAMAGE DONE BY THE ASIAN SHORE CRAB, THE
2 EUROPEAN PERIWINKLE, THE ASIAN WHELK, AND PACIFIC
3 RED SEAWEED, AND PROJECT POSSIBLE DAMAGE TO
4 NARRAGANSETT BAY AND RHODE ISLAND SOUND OVER THE
5 NEXT 20 YEARS.

6 * WHAT ARE THE ECONOMIC IMPACTS
7 OF INVASIVE SPECIES' DAMAGE TO NATIVE
8 ECOSYSTEMS -- SPECIFICALLY IMPACTS ON TOURISM,
9 FISHING, AND SHELLFISHING INDUSTRIES.

10 * THE CORPS SHOULD EVALUATE AND ANALYZE
11 PLANKTONIC AND NEKTONIC ORGANISMS IN BALLAST WATER,
12 ATTACHED AND FREE-LIVING FOULING ORGANISMS ON HULLS,
13 RUDDERS, PROPELLERS, OR PROPELLER SHAFTS, BALLAST
14 TANKS AND BALLASTED CARGO HOLDS. ALSO ORGANISMS
15 ASSOCIATED WITH ANCHORS, ANCHOR CHAINS, AND ANCHOR
16 CHAIN LOCKERS.

17 THANK YOU AGAIN FOR YOUR CONSIDERATION
18 OF THESE ISSUES AND THIS OPPORTUNITY TO RAISE THESE
19 QUESTIONS.

20

21 * * * * *

22

23 WRITTEN STATEMENT OF TONY PIRES

24

1 STATEMENT BY REPRESENTATIVE TONY PIRES
2 TO U.S. ARMY CORPS OF ENGINEERS
3 REGARDING QUONSET POINT EIS
4

5 I WANT TO THANK THE REPRESENTATIVES OF
6 THE ARMY CORPS OF ENGINEERS AND ALL THOSE WHO HAVE
7 TURNED OUT TO TAKE PART IN THIS PUBLIC HEARING
8 PROCESS REGARDING THE ENVIRONMENTAL IMPACT STATEMENT
9 FOR THE PROPOSED CONTAINER PORT AT QUONSET POINT.

10 AS THE FORMER CHAIRMAN OF THE HOUSE
11 FINANCE, AS A LEGISLATOR, AND A CANDIDATE FOR
12 GOVERNOR, I HAVE OPPOSED THE CONSTRUCTION OF A PORT
13 FACILITY AT QUONSET POINT. SIMPLY PUT, I BELIEVE
14 THE ENVIRONMENTAL AND ECONOMIC COSTS OF THE PROPOSAL
15 DO NOT WARRANT THE INVESTMENT IN THE PROJECT. YOU
16 WILL HEAR A GREAT DEAL ABOUT THE NEGATIVE IMPACTS
17 THIS PROPOSAL WOULD HAVE ON THE QUALITY OF LIFE, NOT
18 ONLY IN NORTH KINGSTOWN, BUT IN THE SURROUNDING
19 COMMUNITIES. THE INCREASE IN TRUCK AND TRAIN
20 TRAFFIC, THE NECESSARY DREDGING AND FILLING OF
21 SIGNIFICANT PORTIONS OF NARRAGANSETT BAY, AND THE
22 SECONDARY GROWTH IMPACTS ALL POSE A MAJOR THREAT TO
23 THE AREA.

24 MY CONCERN WITH THIS EIS PROCESS, AS IT

1 HAS BEEN FROM THE BEGINNING, IS THE FACT THAT WE ARE
2 BEING ASKED TO MAKE A PREMATURE ASSESSMENT OF A
3 VAGUELY-DEFINED PROPOSAL. THERE IS GOING TO BE A
4 NEW GOVERNOR IN JANUARY ... AND I BELIEVE IT WILL BE
5 ME. BUT IN THE UNLIKELY EVENT SOMEONE ELSE IS
6 ELECTED, THE FACT OF THE MATTER IS THAT MOST OF THE
7 CANDIDATES FOR GOVERNOR HAVE STATED THEIR OPPOSITION
8 TO THE QUONSET POINT PROJECT. I WOULD ARGUE THAT
9 THE PORT PROPOSAL, AND THIS ENTIRE PROCESS IS A
10 POINTLESS EXERCISE AND A BLATANT WASTE OF TAXPAYER
11 DOLLARS.

12 WHEN I'M GOVERNOR, WE WILL MOVE FORWARD
13 WITH A PLAN FOR QUONSET POINT THAT WILL MAKE IT A
14 MULTI-USE FACILITY. I WILL INVEST IN INFRASTRUCTURE
15 IMPROVEMENTS HERE WHICH CREATE JOBS AND PROVIDE
16 DIVERSE EMPLOYMENT OPPORTUNITIES FOR OUR STATE. I
17 WILL REWORK OUR ECONOMIC DEVELOPMENT POLICIES TO
18 MAKE SURE QUONSET POINT IS DEVELOPED IN A MANNER
19 WHICH INCLUDES AN EDUCATION COMPONENT AND MAKES USE
20 OF THE NATURAL ATTRIBUTES OF NARRAGANSETT BAY.

21 THE TIME HAS COME FOR A NEW APPROACH AND
22 A NEW VISION FOR QUONSET POINT. I URGE YOU TO MAKE
23 THIS HEARING THE FIRST STEP IN THAT PROCESS BY
24 REJECTING THE STATE'S PERMIT APPLICATION AND SETTING

1 US ON THE PATH TO A MORE SENSIBLE DEVELOPMENT
2 STRATEGY.

3

4

* * * * *

5

6 WRITTEN STATEMENT OF SHELDON WHITEHOUSE

7

8 SCOPING PROCESS STATEMENT OF

9 SHELDON WHITEHOUSE

10 CANDIDATE FOR GOVERNOR

11

12 SUBMITTED TO ARMY CORPS OF ENGINEERS

13 JUNE 6, 2002

14 I BELIEVE THE STATE OF RHODE ISLAND

15 SHOULD WITHDRAW ITS APPLICATION FOR THE CONTAINER

16 PORT PROJECT AND RELIEVE THE ARMY CORPS OF ENGINEERS

17 FROM THE PRESENT ENVIRONMENTAL IMPACT STATEMENT

18 PROCESS. THE CONTAINER PORT IS A DEAD END FOR RHODE

19 ISLAND. WE CANNOT AFFORD TO WAIT SEVERAL YEARS FOR

20 AN ENVIRONMENTAL IMPACT ANALYSIS FOR A PROJECT THAT

21 DOES NOT EVEN HAVE THE SUPPORT OF THE COMMUNITY, NOR

22 ANY APPARENT SUPPORT FROM THE PRIVATE SECTOR.

23 AFTER STUDYING THE POTENTIAL ECONOMIC

24 BENEFITS AND ENVIRONMENTAL IMPACTS OF THE PROPOSED

1 PORT OVER THE LAST SEVERAL MONTHS, I HAVE CONCLUDED
2 THAT THE CONTAINER PORT IS NOT ECONOMICALLY FEASIBLE
3 OR ENVIRONMENTALLY PERMITABLE. THERE ARE MANY AREAS
4 OF CONCERN THAT I RECOMMEND BE EXAMINED BY THE ARMY
5 CORPS OF ENGINEERS.

6 * WHY HAS THE CONTAINER PORT PROPOSAL
7 YET TO RECEIVE ANY SIGNIFICANT INTEREST FROM ANY
8 COMPANY THAT HAS BUILT A SUCCESSFUL PORT?

9 * WHAT ARE THE PROJECTED COSTS
10 AFFILIATED WITH DREDGING AND DISPOSING OF THE
11 DREDGING MATERIALS, AND HOW DO THEY COMPARE WITH
12 REAL RECENT EXPERIENCE?

13 * WHY IS RHODE ISLAND THE ONLY STATE
14 SEEKING TO MAINTAIN A STATE CHANNEL, WHEN MOST OTHER
15 FUNCTIONING PORTS HAVE FEDERAL SHIPPING CHANNELS?
16 IF THE CHANNEL IS FEDERALIZED, WILL THIS PORT LOSE
17 THE HARBOR MAINTENANCE TAX EXEMPTION, AND CAN IT BE
18 COMPETITIVE WITHOUT THE EXEMPTION?

19 * WHAT LEVEL OF CONTAINER PORT AND
20 CONTAINER SHIP SECURITY HAS THE COAST GUARD
21 CONSIDERED ENFORCING AS A RESULT OF 9/11? WILL SUCH
22 INCREASED SECURITY FOR CONTAINER SHIPPING IMPEDE
23 EXISTING USE OF NARRAGANSETT BAY FOR COMMERCIAL
24 FISHING, RECREATION, AND TOURISM?

1 * WHAT IS THE EARLIEST DATE THE ARMY
2 CORPS OF ENGINEERS COULD COMPLETE THE EIS REVIEW,
3 AND WHAT DATE COULD THE ARMY CORPS OF ENGINEERS
4 GUARANTEE IT WILL NOT EXCEED FOR THE EIS REVIEW?

5 * WHAT ARE THE ENVIRONMENTAL PROBLEMS
6 THAT THE EIS PROCESS COULD REVEAL THAT WOULD BE
7 SUFFICIENT TO CAUSE DENIAL OF APPLICATION? FOR
8 INSTANCE, WOULD THE CREATION OF AN "ANOXIC ZONE" AT
9 THE BOTTOM OF A 52-FOOT DEEP CHANNEL CAUSE DENIAL?
10 WHAT DISLOCATION OR HARM TO MARINE SPECIES WOULD
11 CAUSE DENIAL?

12 * HOW DOES THE PROPOSED FILL ACREAGE
13 COMPARE TO WHAT HAS EVER BEEN PERMITTED IN ANY
14 SINGLE PROJECT IN THE NORTHEAST SINCE PASSAGE OF THE
15 CLEAN WATER ACT?

16 INSTEAD OF WASTING MORE MONEY, TIME, AND
17 ENERGY ON A CONCEPT THAT LACKS A DEVELOPER,
18 FINANCING, OR PUBLIC SUPPORT, RHODE ISLAND NEEDS TO
19 MOVE TO A FAST TRACK ECONOMIC DEVELOPMENT STRATEGY.
20 WE CANNOT AFFORD TO TIE UP OUR HANDS IN A PROCESS
21 THAT COULD TAKE UP TO TEN YEARS. WE ARE RELYING ON
22 BORROWED MONEY TO PAY THE STATE'S OPERATING
23 DEFICITS, AND THAT BORROWED MONEY WILL RUN OUT IN
24 2005. WATERFRONT USES SUCH AS MARINAS, SHIPBUILDING

1 AND REPAIR, SEAFOOD PROCESSING, AND AQUACULTURE
2 TECHNOLOGY WILL NOT TRIGGER THE FULL EIS THAT A
3 CONTAINER PORT REQUIRES. I HAVE ENCOURAGED THE EDC
4 TO GATHER THE ENVIRONMENTAL DATA OUTSIDE OF THE EIS
5 PROCESS, TO ABANDON THE IDEA OF A CONTAINER PORT,
6 AND TO SEEK OUT REALISTIC ALTERNATIVE PROPOSALS
7 THROUGH A PROCESS THAT ALLOWS NATIONAL MASTER
8 DEVELOPERS TO MAKE PROPOSALS FOR RAPID ECONOMIC
9 DEVELOPMENT OF QUONSET/DAVISVILLE.

10 WE CANNOT SQUANDER OUR GOLDEN
11 OPPORTUNITY TO REVITALIZE THIS AREA, ATTRACT NEW
12 BUSINESSES, AND CREATE NEW JOBS. NOW IS THE TIME TO
13 MOVE TO THE FAST TRACK - WE SHOULD WORK TO BUILD A
14 CONSENSUS BETWEEN THE STATE, PRIVATE SECTOR, AND THE
15 LOCAL COMMUNITY TO MOVE TOWARDS DEVELOPING QUONSET
16 IN A MANNER THAT BENEFITS ALL OF RHODE ISLAND.

17

18 * * * * *

19

20 WRITTEN STATEMENT OF LESLIE FLOOD

21

22 AT FIRST A CONTAINER PORT AT QUONSET
23 POINT SEEMED LIKE A GOOD IDEA. I WAS IN THE NAVY,
24 AND ALWAYS ENJOYED WATCHING BOATS AND SHIPS

1 TRAVELING THE WATERWAYS. I LIKE TO LOOK AT SHIPS.

2 WHEN SAVE THE BAY, THE SIERRA CLUB, AND
3 THE FISHING INDUSTRY STATED STRONG OPPOSITION, MY
4 ANTENNA WENT UP. THE MORE FACTS I FOUND OUT ABOUT A
5 CONTAINER PORT, THE MORE I BECAME CONVINCED THAT IT
6 IS BAD FOR NARRAGANSETT BAY AND BAD FOR THE PEOPLE
7 OF RHODE ISLAND. MANY OTHERS LIKE ME WHO HAVE TAKEN
8 THE TIME TO FIND OUT THE PROS AND CONS HAVE
9 CONCLUDED THAT IT IS A VERY BAD DEAL.

10 BELOW ARE SOME OF THE MAJOR REASONS TO
11 OPPOSE A CONTAINER PORT AT QUONSET POINT OR FOR THAT
12 MATTER ANYWHERE ON NARRAGANSETT BAY:

13 (1) ENVIRONMENTAL - THE SHIPS BRINGING
14 IN THE CONTAINERS, THE EQUIPMENT HANDLING THEM, AND
15 THE TRUCKS HAULING THEM OUT ALL CAUSE SUBSTANTIAL
16 POLLUTION. MUCH ENVIRONMENTAL DAMAGE WILL RESULT
17 FROM THE CONSTRUCTION AND DREDGING PROJECTS. THE
18 VISUAL EFFECTS ARE NOT GOOD AT THE LEAST.

19 (2) FINANCIAL - IT IS HIGHLY LIKELY THAT
20 RHODE ISLAND TAXPAYERS WILL HAVE TO SUBSIDIZE THE
21 CONTAINER PORT. OF THE 18 SIMILAR OPERATIONS IN THE
22 U.S., 16 ARE SUBSIDIZED BY THEIR LOCAL GOVERNMENTS.
23 LOGICALLY, THE MORE PORTS THAT ARE BUILT, THE MORE
24 THE COMPETITION, THE LARGER THE SUBSIDY REQUIRED.

1 WE WON'T WIN.

2 (3) JOB OPPORTUNITIES - THE LONG TERM
3 PROSPECTS FOR PERMANENT JOBS IS NOT GOOD. TRUE,
4 THERE WILL BE A LOT OF TEMPORARY JOBS DURING THE
5 CONSTRUCTION PHASE, BUT THEREAFTER, THE NUMBER OF
6 PERMANENT LOCAL JOBS CREATED IS REMARKABLY FEW. A
7 FEW MID SIZE COMMERCIAL OR INDUSTRIAL COMPANIES ON
8 THIS SITE WILL PRODUCE MANY MORE JOBS. IN THE LONG
9 HAUL, WE WILL GET MORE THAN TENFOLD THE NUMBER OF
10 PERMANENT JOBS ON THE ACREAGE THAT THE PORT WOULD
11 CONSUME.

12 (4) HIGHWAY OVERCROWDING - THE
13 ADDITIONAL TRUCK TRAFFIC ON LOCAL ROADS AND US 95
14 WILL CAUSE CONGESTION AND DAMAGE. AT INTENDED FULL
15 GROWTH, IT IS PROJECTED THAT BETWEEN 1,000 AND 1,600
16 TRUCKS WILL LEAVE QUONSET EVERY DAY; THAT IS ABOUT
17 ONE TRUCK EVERY MINUTE. THINK ABOUT THAT ADDITIONAL
18 LOAD ON 95, AND THE CITIZENS' ABILITY TO COMMUTE OR
19 TRAVEL.

20 I HAVE PERSONALLY VISITED FIVE CONTAINER
21 PORTS. IN EACH CASE, THESE OPERATIONS HAVE
22 DETRACTED FROM THE LIFESTYLE IN THE COMMUNITY. YOU
23 HAVE BUT TO ASK THE LOCAL PEOPLE, AND THEY WILL TELL
24 YOU THAT GETTING THE PORT WAS A MISTAKE.

1 LESLIE FLOOD.

2

3 * * * * *

4

5 WRITTEN STATEMENT OF BARBARA HODGKINS

6

7 JUNE 6, 2002

8 TO WHOM IT MAY CONCERN:

9 I AM PROFOUNDLY OPPOSED TO ANY
10 DEVELOPMENT OF A PORT AT QUONSET POINT FOR
11 ECOLOGICAL, ENVIRONMENTAL CONCERNS, AND THE
12 INCREASED DANGER OF TERRORISM DUE TO THE CLOSE
13 PROXIMITY OF THE U.S. NAVAL BASE IN NEWPORT.

14 PLEASE NO PORT

15 SINCERELY, BARBARA HODGKINS

16 41 SCHOOL STREET

17 NEWPORT, RHODE ISLAND

18

19 * * * * *

20

21 WRITTEN STATEMENT OF GIDGET LOOMIS

22

23 GIDGET LOOMIS

24 140 DUCK COVE ROAD

1 NORTH KINGSTOWN, RHODE ISLAND 02852

2

3 RE: EIS FOR QUONSET/DAVISVILLE

4 JUNE 6, 2002

5 DEAR ACOE,

6 PLEASE INCLUDE THE FOLLOWING STATEMENTS
7 AND MATERIALS IN THE RECORD OF THE PUBLIC HEARING AT
8 NORTH KINGSTOWN HIGH SCHOOL, JUNE 6, 2002.

9 THE HEALTH OF NARRAGANSETT BAY IS
10 PARAMOUNT FOR MANY PEOPLE AND INDUSTRIES IN THIS
11 STATE, INCLUDING FISHING, TOURISM, AND RECREATION.
12 THE GREAT VARIETY OF WILDLIFE THAT THRIVE IN THE
13 AREA IS ALSO TESTAMENT TO ITS QUALITY AND
14 IMPORTANCE. THE BAY, HOPE ISLAND, IS HOME TO ONE OF
15 THE LARGEST NESTING COLONIES OF WADING BIRDS ON THE
16 EAST COAST. THE QUONSET/DAVISVILLE AREA IS THE MOST
17 PRODUCTIVE PART OF THE BAY FOR SHELLFISH, LOBSTERS,
18 AND FINFISH. IT IS UNACCEPTABLE TO RISK ITS HEALTH.

19 THE QUALITY OF LIFE IN THIS AREA IS ALSO
20 VERY IMPORTANT TO THE RESIDENTS. WHY JEOPARDIZE
21 THIS WITH INCREASES IN TRAFFIC AND NOISE LEVELS AND
22 INCREASED AIR AND WATER POLLUTION?

23 THE ATTACHED SHEET LISTS SOME OF THE
24 BIOLOGICAL FACTS ABOUT THE BAY IN THE AREA AROUND

1 QUONSET. NATURAL ASSETS THAT WE DO NOT WANT TO PUT
2 AT RISK.

3 IT SEEMS UTTERLY RIDICULOUS TO WASTE
4 MILLIONS OF TAXPAYER DOLLARS ON A CONTAINER PORT
5 THAT REQUIRES DREDGING THAT WILL BE HARMFUL TO THE
6 BAY, RAIL AND ROAD SERVICES THAT WE CANNOT
7 ADEQUATELY PROVIDE. IT ALSO IS INCONCEIVABLE FOR
8 RHODE ISLAND TO SPEND MUCH NEEDED TAXPAYER DOLLARS
9 TO SUBSIDIZE A CONTAINER PORT YEAR AFTER YEAR, WHEN
10 INSTEAD THE LAND AND WATER AREAS COULD BE USED TO
11 HOUSE A GREAT VARIETY OF SELF-SUPPORTING BUSINESSES,
12 A GREAT VARIETY OF BUSINESSES FROM MANY FIELDS AND
13 REQUIRING A VARIETY OF JOB SKILLS AND EDUCATION
14 LEVELS. IF ONE FAILS, THE WHOLE AREA WON'T. IF THE
15 PORT FAILS, THE STATE IS LEFT WITH AN EVEN LARGER
16 FINANCIAL INPUT. WHILE WORLDWIDE THE NUMBER OF
17 CONTAINERS SHIPPED IS INCREASING A LITTLE EACH YEAR,
18 THE PROFITABILITY OF SHIPPING EACH CONTAINER IS
19 DECREASING. CONTAINER SHIPPING IS ALSO A VERY
20 VOLATILE BUSINESS - A RISKY BUSINESS FOR US TO
21 ENTER. MAKING A PROFIT WILL BE NEXT TO IMPOSSIBLE
22 GIVEN THAT NY/NJ AND BOSTON ARE GOING TO DO WHATEVER
23 IT TAKES TO NOT LOSE BUSINESS TO RHODE ISLAND.

24 I FIND IT HARD TO BELIEVE THE JOB

1 NUMBERS PROPOSED FOR A PORT, ESPECIALLY SINCE IT IS
2 PROPOSED AS A VERY AUTOMATED OPERATION. MANY OF THE
3 TRUCKERS AND TRAIN WORKERS WILL NOT BE LOCALS. THEY
4 WILL TAKE THEIR MONEY HOME. WHILE NUMBERS WOULD GO
5 UP DURING CONSTRUCTION, THE OPERATION OF A CONTAINER
6 PORT REQUIRES VERY FEW. THE CONSTRUCTION OF MANY
7 BUILDINGS FOR BUSINESSES WOULD PROBABLY PROVIDE MORE
8 CONSTRUCTION JOBS OVER A LONGER PERIOD OF TIME. THE
9 WORKERS WHO WOULD BE EMPLOYED BY THESE BUSINESSES
10 WOULD BE LOCALS. THE MONEY STAYS LOCAL AND FUELS
11 SECONDARY AND TERTIARY JOBS. THIS TYPE OF
12 DEVELOPMENT WOULD NOT PUT OUR ENVIRONMENT AT RISK.

13 RHODE ISLAND HAS A CHOICE: EITHER BUILD
14 A PORT THAT WILL REQUIRE LONG-TERM SUBSIDIES WITH
15 UNLIKELY FINANCIAL GAIN, AND MOST LIKELY WILL DAMAGE
16 THE BAY AND QUALITY OF LIFE, OR LET PRIVATE INDUSTRY
17 BUILD A VARIETY OF PROFITABLE ESTABLISHMENTS THAT
18 WILL EMPLOY MORE RHODE ISLANDERS AND MAINTAIN THE
19 BAY AND THE QUALITIES OF RHODE ISLAND LIFE THAT WE
20 LOVE.

21 IN MY MIND, THERE IS NO QUESTION WHICH
22 CHOICE IS RIGHT FOR RHODE ISLAND AND NARRAGANSETT
23 BAY. A CONTAINER PORT AND ITS RELATED RAIL/ROAD
24 TRAFFIC IS NEITHER A SOUND ECONOMIC NOR

1 ENVIRONMENTAL CHOICE.

2 PLEASE REVIEW THE SCIENTIFIC AND
3 ECONOMIC EVIDENCE WITHOUT POLITICAL BIAS. MANY
4 LIVELIHOODS DEPEND ON YOUR DECISIONS.

5 SINCERELY,
6 GIDGET LOOMIS

7

8 I SPOKE TO EACH OF THESE PEOPLE AT
9 LENGTH. PRIOR TO THE CONVERSATION, I HAD SENT THEM
10 COPIES OF A PRO-PORT REPORT TO COMMENT ON.

11 PROFESSIONAL COMMENTS AND CONCERNS: MARINE BIRDS
12 COMMENTS BY: JIM MYERS, SUPERVISING WILDLIFE

13 BIOLOGIST FOR DEM, RETIRED '98.

14 EUGENIA MARKS, DIRECTOR AUDUBON
15 SOCIETY OF RHODE ISLAND.

16 CHARLES ALLEN, BIOLOGIST, DEM

17 HOPE ISLAND IS A MAJOR NESTING AREA FOR
18 MANY SPECIES OF MARINE BIRDS. IT IS PROTECTED AS
19 PART OF THE NATURAL ESTUARIAN RESEARCH RESERVE.

20 THERE IS NOT ENOUGH GOOD QUALITY DATA ON
21 BIRDS IN THE AREA DIRECTLY IMPACTED BY DEVELOPMENT
22 (I.E., REGULAR BIRDERS' REPORTS FROM QP, FRY COVE,
23 OR HOPE ISLAND AREAS) TO CONTRIBUTE TO LONG-TERM
24 DATABASE. CLOSEST SITE THAT IS REGULARLY MONITORED

1 BY QUALIFIED BIRDERS IS BISSEL'S COVE, TWO MILES TO
2 THE SOUTH. THIS IS HOW YOU PICK UP OCCURRENCES OF
3 ENDANGERED SPECIES, AND RARE VISITS BY LESS COMMON
4 SPECIES, ET CETERA.

5 SHOREBIRDS:

6 - YES, SHOREBIRDS USE THE SHORELINE.
7 THEY, ALONG WITH SEABIRDS USE IT FOR LOAFING
8 (RESTING).

9 - TURNSTONES AND OTHER SHOREBIRDS USE
10 THE AREAS OF QP AND FRY FOR FEEDING.

11 - GRASSHOPPER SPARROW NESTS AND LIVES AT
12 THE EDGE OF THE AIRSTRIP. ITS HABITAT WILL BE
13 TOTALLY LOST. THAT'S A BIG DEAL.

14 SEABIRDS:

15 - CORMORANTS NESTING ON HOPE ARE
16 INCREASING. THEY DISRUPT A VARIETY OF OTHER NESTING
17 SPECIES. THIS PRESSURE ADDED TO DEVELOPMENT
18 PRESSURE CAN RESULT IN THE DECREASE OR LOSS OF OTHER
19 SPECIES. WITHOUT THE HELP OF DEVELOPMENT, THE
20 INCREASED CORMORANT NESTING ON LITTLE GOULD ISLAND
21 (SAKONNET RIVER) HAS RESULTED IN THE TOTAL LOSS OF
22 OTHER SPECIES.

23 DABBLERS:

24 - MALLARDS, TEAL, GADWALL, AND BLACK

1 DUCKS DO NEST ON HOPE. MERGANSERS VISIT IN WINTER.

2 DIVING BIRDS:

3 - ALSO LEAST AND GREATER SCUP. NUMBERS
4 OF GREATER SCUP ARE OF FEDERAL CONCERN. COMMON
5 EIDERS ARE HERE YEAR ROUND. DISRUPTION WOULD
6 DECREASE THE LIKELIHOOD OF THEM NESTING HERE. NEW
7 NESTERS INCREASE THE RICHNESS OF THE BAY. OLD-SQUAW
8 WINTER OFF QP.

9 WADING BIRDS:

10 - THEY PREFER UNDISTURBED AREAS. THAT'S
11 THE POINT OF BEING WHERE THEY ARE!

12 - BLACK CROWNED NIGHT HERONS FEED NEAR
13 SHORE AT NIGHT, NEAR PILINGS. CONSTRUCTION, SHIPS,
14 POLLUTION, AND LIGHT WOULD DISRUPT THEM. THEY NEST
15 ON HOPE. SOME ARRIVE AS EARLY AS FEBRUARY, NOT
16 APRIL.

17 - BLUE HERONS DO BREED IN RHODE ISLAND.
18 THEY COME TO THE BAY IN PREPARATION FOR MIGRATION.

19 NESTS:

20 - 17 PERCENT OF LEAST TERNS IN RHODE
21 ISLAND IS HUGE! PROJECT AREA IS A PROMINENT FEEDING
22 AREA FOR LEAST AND COMMON TERNS. LOSS WOULD BE A
23 SERIOUS BLOW.

24 RAPTORS:

1 ISLAND.

2 WENLEY FERGUSON, CITIZEN, SEAL

3 MONITORING COORDINATOR, SAVE THE BAY.

4 - HOPE ISLAND (1.3 MILES FROM QP) IS
5 PROTECTED AS PART OF THE NATIONAL ESTUARINE RESEARCH
6 RESERVE SYSTEM.

7 SEALS:

8 - SEALS DO HAUL OUT ON HOPE TO REST,
9 ALSO AT THE S END OF PRUDENCE ISLAND, MIDWAY ROCK
10 (BETWEEN PRUDENCE AND GOULD); ALL ON THE MAIN
11 SHIPPING CHANNEL.

12 - THE LARGEST NUMBER OF SEALS HAUL OUT
13 WITHIN TWO MILES OF QP (FOX ISLAND/ROME POINT, COLD
14 SPRING ROCKS SE OF WICKFORD) IN ADDITION TO THE
15 ABOVE MENTIONED. 28 PERCENT OF ALL SEALS RECORDED.

16 - DISTURBANCE, CAUSING THEM TO DIVE INTO
17 THE WATER USES UP VALUABLE ENERGY RESERVES. THEY DO
18 FEED IN THE SURROUNDING WATERS ON FISH AND SQUID.

19 - SEALS EAT BOTTOM-DWELLING FISH AS PART
20 OF THEIR DIET, SO DREDGING CHANNELS CAN AFFECT THE
21 BOTTOM-DWELLING FISH AND THEREFORE THE SEALS.

22 - SEALS ARE HERE FROM SEPTEMBER TO MAY,
23 NOT JUST WINTER.

24 - OCCASIONALLY GRAY, HARP, AND HOODED

1 SEALS ARE SIGHTED, IN ADDITION TO THE USUAL HARBOR
2 SEALS.

3 WHALES AND DOLPHINS:

4 - DOLPHINS DO COME INTO THE BAY.

5 12/19/97, A LARGE POD (50-200) ENTERED THE BAY AND
6 WERE SIGHTED IN MANY PLACES.

7 - WHILE WHALES DON'T ENTER NARRAGANSETT
8 BAY, THEY ARE FOUND IN RHODE ISLAND SOUND.

9 INCREASED SHIP TRAFFIC WILL PROBABLY RESULT IN MORE
10 COLLISIONS WITH RESTING OR SLOW-MOVING WHALES. THIS
11 INCREASE IN COLLISIONS COULD BE DAMAGING TO
12 ENDANGERED SPECIES.

13 TURTLES:

14 - ENDANGERED TURTLES DO OCCUR NEAR QP,
15 SINCE THEY ARE FREQUENTLY FOUND IN THE LOWER BAY AND
16 STRANDINGS HAVE OCCURRED IN THE UPPER BAY.

17 - TURTLES ARE ALSO SLOW MOVING.
18 FREQUENT SCARRING DEMONSTRATES SHIP COLLISIONS.
19 INCREASED TRAFFIC INCREASES THE RISK TO THESE
20 ENDANGERED ANIMALS.

21 - IT IS UP TO THE DEVELOPERS TO CITE
22 EVIDENCE THAT IMPACTS, SUCH AS INCREASED LIGHT,
23 NOISE, TRAFFIC, POLLUTION, ET CETERA WILL NOT HARM
24 MARINE LIFE. IT IS NOT UP TO US TO SHOW THAT IT

1 WILL HARM THEM.

2 - WHEN ADVERSE IMPACTS HAPPEN TO
3 SPECIES, IT IS OFTEN NOT ABLE TO BE CORRECTED.

4

5 * * *

6

7 AFTER ONE OF THE PUBLIC HEARINGS ON A
8 PROPOSED CONTAINER PORT, A LOBSTERMAN CAME UP TO ME
9 TO THANK ME FOR MY COMMENTS, BUT ALSO TO POINT OUT
10 THAT THE AREA BETWEEN QUONSET, PRUDENCE ISLAND, AND
11 JAMESTOWN WAS THE "EPICENTER" FOR LOBSTERS, ON THE
12 BAY; THAT LOBSTERMEN TOLERATED TRAP LINES
13 CRISSCROSSING EACH OTHER, BECAUSE OF THE GREAT
14 PRODUCTIVITY.

15

16 * * * * *

17

18 WRITTEN STATEMENT OF SENATOR LINCOLN CHAFEE

19 STATEMENT OF SENATOR LINCOLN CHAFEE

20 PUBLIC HEARING ON THE ENVIRONMENTAL IMPACT STATEMENT

21 ON A PROPOSED CONTAINER PORT AT QUONSET POINT

22 NORTH KINGSTOWN HIGH SCHOOL,

23 NORTH KINGSTOWN, RHODE ISLAND

24 JUNE 6, 2002

1 THERE IS NO QUESTION THAT QUONSET POINT,
2 THE FORMER NAVAL AIR STATION AND PRESENT
3 STATE-MANAGED INDUSTRIAL PARK, IS VERY IMPORTANT TO
4 RHODE ISLAND'S ECONOMIC FUTURE. OUR GENERATION
5 SHOULD PROVIDE FOR THE MOST CAREFUL PLANNING FOR THE
6 BEST POSSIBLE USE AT QUONSET - IN ORDER TO GENERATE
7 THE BEST JOBS, FIT WITHIN OUR TRANSPORTATION SYSTEM
8 CAPACITY, TO ENHANCE OUR TOURISM INDUSTRY, TO
9 PROTECT THE QUALITY OF LIFE IN SURROUNDING
10 NEIGHBORHOODS, AND TO MINIMIZE THE ENVIRONMENTAL
11 IMPACTS TO NARRAGANSETT BAY.

12 I DO APPLAUD THE GOVERNOR FOR HIS
13 TIRELESS ADVOCACY FOR ECONOMIC DEVELOPMENT
14 OPPORTUNITIES FOR THE STATE. EVEN PRIOR TO ASSUMING
15 THE GOVERNORSHIP, HE PASSIONATELY PURSUED ECONOMIC
16 IMPROVEMENTS FOR RHODE ISLANDERS, PARTICULARLY IN
17 THE NORTHERN PART OF OUR STATE. HOWEVER, I AM
18 OPPOSED TO THIS CONTAINER PORT PROPOSAL. IN THIS
19 CASE, WE HAVE A DIFFERENCE OF OPINION ON HOW BEST TO
20 PROFIT FROM THE OPPORTUNITY THE QUONSET POINT SITE
21 OFFERS.

22 OUR GENERATION HAS A RESPONSIBILITY TO
23 DO OUR BEST TO RESTORE THE HEALTH OF NARRAGANSETT
24 BAY. IT IS THE JEWEL OF RHODE ISLAND. ALL

1 SIGNIFICANT ECONOMIC DEVELOPMENT PROJECTS NEED TO
2 MEET THE HIGHEST STANDARD IN PROTECTING THE BAY'S
3 ECOLOGY.

4

5 * * * * *

6

7 WRITTEN STATEMENT OF WENDY H. CRANDALL

8 AND CHRIS D'AGUANNO

9

10 JUNE 6, 2002

11 ARMY CORPS OF ENGINEERS

12 NE DISTRICT

13 696 VIRGINIA ROAD

14 CONCORD MA 01742-2751

15 TO WHOM IT MAY CONCERN,

16 WE ARE WRITING IN RESPONSE TO YOUR
17 REQUEST FOR COMMENTS REGARDING THE EIS FOR QUONSET
18 POINT. WE ARE NATIVE RHODE ISLANDERS AND RESIDENTS
19 OF NORTH KINGSTOWN. WE LIVE IN A CONDOMINIUM
20 COMMUNITY CALLED CEDARHURST THAT ABUTS THE KEIFFER
21 PARK BUSINESS PARK OF QUONSET POINT. WE ALSO ARE
22 RECREATIONAL BOATERS WHO PADDLE, ROW, AND SAIL ON
23 NARRAGANSETT BAY.

24 WE HAVE NUMEROUS CONCERNS ABOUT THE

1 GOVERNOR'S PROPOSED DEVELOPMENT OF A CONTAINER PORT
2 AT QUONSET. WE HAVE ATTENDED ALL THE MEETINGS AND
3 VOICED OUR CONCERNS TO THE GOVERNOR, TO OUR STATE
4 AND LOCAL POLITICIANS, ESPECIALLY OUR TOWN COUNCIL,
5 WHO WE SUPPORT 100 PERCENT. IT SEEMS THAT MOST OF
6 OUR CONCERNS, WHICH ARE THE SAME AS EVERYONE'S
7 CONCERNS, HAVE GONE ON DEAF EARS. THE GOVERNOR AND
8 THE LEADERS OF THE GENERAL ASSEMBLY CONTINUE TO PUSH
9 FOR A CONTAINER PORT DESPITE A LARGE GROUNDSWELL OF
10 "NO PORT" SENTIMENT FROM 13 COMMUNITIES THAT WILL BE
11 NEGATIVELY IMPACTED BY A CONTAINER PORT.

12 WE ARE WRITING TO ADD SUPPORT TO THE
13 VOICES OF OUR TOWN COUNCIL MEMBERS. WE DO NOT FEEL
14 THAT THE GOVERNOR OR THE EDC IS TAKING OUR CONCERNS
15 SERIOUSLY. WE ARE CONCERNED ABOUT INCREASED AIR
16 POLLUTION, NOISE POLLUTION, AND LIGHT POLLUTION. IF
17 THE CONTAINER PORT IS TO BE PROFITABLE, IT WILL HAVE
18 TO OPERATE 7/24. WE ARE ALREADY IMPACTED BY NOISE
19 AND LIGHT FROM EXISTING BUSINESSES IN QUONSET.
20 IMAGINE WHAT A FULLY OPERATIONAL PORT WOULD ADD TO
21 THE MIX. THE INCREASED TRUCK AND RAIL TRAFFIC AS
22 WELL AS THE FUMES FROM THE STACKS OF THE CONTAINER
23 SHIP WILL GREATLY INCREASE THE AIR POLLUTION IN THE
24 GENERAL AREA AROUND QUONSET. THIS WILL DIRECTLY

1 IMPACT THE AIR QUALITY IN RHODE ISLAND, PARTICULARLY
2 WHEN YOU CONSIDER THE INCREASE IN THE NUMBER OF
3 OZONE ALERT DAYS IN PROVIDENCE. THERE IS A DIRECT
4 RELATIONSHIP TO POOR AIR QUALITY AND THE INCREASE IN
5 LUNG-RELATED DISEASES LIKE ASTHMA.

6 WE ARE CONCERNED ABOUT THE IMPACT A
7 CONTAINER PORT WOULD HAVE ON THE BAY. OUR BAY,
8 NARRAGANSETT BAY, IS THE PRETTIEST AND MOST PRISTINE
9 BAY ALONG THE EASTERN SEABOARD. WE HAVE WORKED HARD
10 TO CLEAN UP THE BAY AND TO MAKE IT A DESTINATION FOR
11 BOATERS AND TOURISTS FROM AROUND THE WORLD. A
12 CONTAINER PORT IN THE MIDDLE OF THE BAY WOULD CHANGE
13 ALL THAT IN A HEARTBEAT. DREDGING AND FILLING IN
14 PARTS OF THE BAY WOULD ALTER ITS NATURALLY CLEANSING
15 FLOW AND JEOPARDIZE THE MARINE HABITATS THAT NURTURE
16 MANY OF THE FISH SPECIES THAT INHABIT THE BAY. THE
17 FISHERY INDUSTRIES ARE PART OF OUR HERITAGE AND THE
18 BAY PLAYS AN IMPORTANT ROLE IN ITS SUSTAINABLE
19 GROWTH FOR THE LONG-TERM. WHY JEOPARDIZE THE FISH
20 STOCKS FOR A PORT?

21 ANOTHER REASON PEOPLE, RHODE ISLANDERS
22 AND TOURISTS, COME TO NARRAGANSETT BAY IS TO
23 RECREATE IN ITS CLEAR, CLEAN WATERS. NOT ONLY
24 BOATERS USE THE BAY, BUT ALSO SWIMMERS. THERE ARE

1 MANY BEACHES ALONG THE BAY SHORES. THE NORTH
2 KINGSTOWN TOWN BEACH IS PROBABLY THE CLOSEST TO THE
3 PROPOSED PORT. WE SWIM THERE. WE SWIM OVER ON HOPE
4 ISLAND. WE SWIM BY ROME POINT. WE SWIM AT DUTCH
5 ISLAND. WHAT WILL A PORT DO TO THE QUALITY OF THE
6 BAY'S WATERS? THEY DO NOT SWIM IN
7 NEW YORK/NEW JERSEY HARBOR. AND WHAT ABOUT THE
8 CROSS-CONTAMINATION BY FOREIGN SPECIES CARRIED IN
9 THE BALLAST OF THE CONTAINER SHIPS THAT COULD HARM
10 THE FRAGILE ECOSYSTEM OF NARRAGANSETT BAY?

11 WHY ARE THE GOVERNOR AND THE LEADERS OF
12 THE GENERAL ASSEMBLY PUSHING FOR A CONTAINER PORT?
13 THEY TALK ABOUT JOBS. THERE ARE OTHER OPTIONS FOR
14 QUONSET THAT WOULD BRING MORE JOBS TO RHODE ISLAND
15 THAT WOULD COMPLEMENT EXISTING INDUSTRIES, SUCH AS
16 TOURISM. A LARGE-SCALE MARINA AND/OR THE SARATOGA
17 MUSEUM WOULD COMPLEMENT THE AREA AND NOT DESTROY THE
18 BAY AND ITS ENVIRONS. WE BELIEVE THAT POLITICAL
19 FORCES ARE SHAPING THE DECISIONS OF THE MINORITY.
20 AS IN NATIONAL POLITICS, SPECIAL INTERESTS ARE
21 SHAPING POLICY AND CONTROLLING THE DECISIONS ABOUT
22 QUONSET. PEOPLE AND BUSINESSES THAT WOULD
23 FINANCIALLY BENEFIT IN THE SHORT-TERM FROM THE PORT
24 CONSTRUCTION ARE LEADING THE PARADE IN THE

1 BACKGROUND AWAY FROM PUBLIC SCRUTINY.

2 WE DO NOT BELIEVE THAT A CONTAINER PORT
3 AT QUONSET IS ECONOMICALLY VIABLE AND THAT ALL RHODE
4 ISLANDERS WOULD BEAR THE TAX BURDEN IN THE FORM OF
5 SUBSIDIES OVER THE LONG HAUL. THE COST OF
6 INFRASTRUCTURE WILL BURDEN THE PROFITABILITY OF THE
7 OPERATION AND TAXPAYERS OF THE TOWN OF NORTH
8 KINGSTOWN. A PORT AT QUONSET WOULD NOT BE
9 COMPETITIVE WITH THE OTHER PORTS ALONG THE EAST
10 COAST. THE TAXPAYERS OF RHODE ISLAND WILL BE LEFT
11 HOLDING THE BAG.

12 THANK YOU SO MUCH FOR YOUR
13 CONSIDERATION. WE LOOK FORWARD TO HEARING THE
14 RESULTS OF YOUR REPORT REGARDING THE EIS.

15 SINCERELY,

16 WENDY H. CRANDALL

17 CHRIS D'AGUANNO

18 26 LANDING LANE

19 NORTH KINGSTOWN, RHODE ISLAND 02852

20

21 * * * * *

22

23 WRITTEN STATEMENT OF JOHN P. O'BRIEN

24

1 JUNE 4, 2002

2 MR. GREGORY PENTA

3 REGULATORY BRANCH

4 U.S. ARMY CORPS OF ENGINEERS

5 NEW ENGLAND DISTRICT

6 696 VIRGINIA ROAD

7 CONCORD, MA 01742-2751

8 RE: ACOE PUBLIC NOTICE NO. 199403118, APRIL 30,
9 2002 -- SCOPE OF EIS FOR ACOE PERMIT/QUONSET PORT
10 DEVELOPMENT

11 DEAR MR. PENTA:

12 THIS CORRESPONDENCE IS IN RESPONSE
13 TO THE SUBJECT PUBLIC NOTICE REQUESTING COMMENTS
14 RELATIVE TO THE SCOPE OF THE ENVIRONMENTAL IMPACT
15 STUDY TO BE PERFORMED BY THE ACOE FOR THE
16 SECTION 10/SECTION 404 PERMIT REQUESTED BY THE
17 GOVERNOR OF RHODE ISLAND FOR CONSTRUCTION OF A
18 NEW PORT FACILITY AT QUONSET POINT, RHODE ISLAND.

19 THE STATEWIDE PLANNING PROGRAM IS
20 CHARGED WITH PREPARING AND MAINTAINING PLANS FOR THE
21 PHYSICAL, ECONOMIC, AND SOCIAL DEVELOPMENT OF THE
22 STATE; ENCOURAGING THEIR IMPLEMENTATION; AND
23 COORDINATING THE ACTIONS OF STATE, LOCAL, AND
24 FEDERAL AGENCIES AND PRIVATE INDIVIDUALS WITHIN THE

1 FRAMEWORK OF THE STATE'S DEVELOPMENT GOALS AND
2 POLICIES. THE BASIC CHARGE IS ESTABLISHED BY
3 SECTIONS 42-11-10 AND 12 OF THE GENERAL LAWS. A
4 STATE GUIDE PLAN IS MANDATED AS A MEANS FOR
5 CENTRALIZING AND INTEGRATING LONG-RANGE GOALS,
6 POLICIES, AND PLANS WITH SHORT-RANGE PROJECT PLANS
7 AND IMPLEMENTING PROGRAMS PREPARED ON A
8 DECENTRALIZED BASIS BY THE AGENCY OR AGENCIES
9 RESPONSIBLE IN EACH FUNCTIONAL AREA.

10 WE RECOMMEND THAT THE SCOPE OF THE EIS
11 INCLUDE A FULL ASSESSMENT OF ALL ENVIRONMENTAL AND
12 SOCIO-ECONOMIC IMPACTS OF THE PROPOSED PORT
13 DEVELOPMENT, AND PROVIDE FOR ASSESSMENT OF A RANGE
14 OF ALTERNATIVES TO THE PROPOSED ACTION, INCLUDING
15 OPTIONS FOR DEVELOPMENT OF A SMALLER SCALE PORT
16 OPERATION.

17 IMPACTS ASSESSED SHOULD INCLUDE BOTH
18 CONSTRUCTION AND OPERATIONAL (I.E., SHORT- AND
19 LONG-TERM) EFFECTS OF THE PROPOSED ACTION, AND
20 SHOULD ADDRESS BOTH DIRECT AND SECONDARY IMPACTS IN
21 THE FOLLOWING AREAS:

22 ENVIRONMENT:

23 * AIR QUALITY, INCLUDING EFFECTS UPON
24 RHODE ISLAND'S MOBILE SOURCE EMISSIONS BUDGET

1 * BIOLOGICAL RESOURCES, INCLUDING
2 WILDLIFE, TERRESTRIAL AND AQUATIC HABITATS, BENTHIC
3 RESOURCES AND FIN AND SHELLFISH POPULATIONS
4 * DREDGE DISPOSAL AREAS AND IMPACTS
5 * ENERGY IMPACTS
6 * HISTORIC AND ARCHEOLOGICAL RESOURCES,
7 INCLUDING UNDERWATER RESOURCES
8 * NOISE/LIGHT IMPACTS
9 * RECREATIONAL RESOURCES AND ACTIVITIES
10 * SOLID WASTE GENERATION AND DISPOSAL
11 * VISUAL/SCENIC IMPACTS
12 * WATER QUALITY, INCLUDING IMPACTS UPON
13 NARRAGANSETT BAY WATERS, INCLUDING IMPACTS OF ANY
14 POTENTIAL INVASIVE SPECIES; AND WASTEWATER
15 GENERATION/DISPOSAL DEMAND AND FACILITY CAPACITIES
16 * WATER QUANTITY, E.G., DEMANDS FOR
17 (POTABLE) WATER SUPPLY, WATER REUSE POTENTIAL
18 SOCIO-ECONOMIC:
19 * ECONOMIC IMPACTS, INCLUDING EMPLOYMENT
20 (NUMBER, TYPE, WAGE LEVEL, ET CETERA) OF JOBS
21 PRODUCED, SECONDARY/MULTIPLIER EFFECTS, AND NATURE
22 AND MAGNITUDE OF ANY PROBABLE NEGATIVE IMPACTS UPON
23 OTHER ECONOMIC SECTORS (FISHERIES, TOURISM,
24 ET CETERA)

1 * FISCAL IMPACTS, INCLUDING ARRANGEMENTS
2 FOR FINANCING OF PROJECT AND SUPPORTING
3 INFRASTRUCTURE AND EFFECTS UPON STATE AND MUNICIPAL
4 GOVERNMENT'S FINANCES ATTRIBUTABLE TO DIRECT AND
5 INDIRECT SOCIOECONOMIC IMPACTS OF PROJECT

6 * POPULATION GROWTH AND LAND USE
7 IMPACTS, INCLUDING EFFECTS ON HOUSING, EDUCATION,
8 AND PUBLIC SAFETY, ESPECIALLY WITHIN WASHINGTON AND
9 KENT COUNTIES

10 * HOMELAND SECURITY ISSUES AND IMPACT
11 RELATED TO PORT OPERATIONS

12 * TRANSPORTATION IMPACTS, INCLUDING:
13 - VEHICULAR TRAFFIC GENERATION (TOTAL)
14 AND VOLUME OF TRUCK TRAFFIC GENERATED BY PROPOSED
15 ACTION, AND IMPACTS OF SAME UPON THE STATE'S
16 ARTERIAL NETWORK, INCLUDING KEY ARTERIALS: I 95,
17 RI 4, RI 403, US 1, RI 138, AND RI 2, AND LOCAL
18 ROADS.

19 - VOLUME OF RAIL TRAFFIC, AND EFFECTS
20 UPON ADJACENT LAND USES, AND UPON OPERATIONS OF
21 NORTHEAST CORRIDOR/RE: PLANS FOR FUTURE COMMUTER
22 RAIL SERVICE.

23 - VOLUME OF SHIP TRAFFIC, AND
24 IMPACTS/CONFLICTS WITH RECREATIONAL AND OTHER

1 NARRAGANSETT BAY USES.

2 - IMPACTS OF PORT OPERATIONS UPON
3 CURRENT OPERATIONS AND FUTURE POTENTIAL/FUNCTIONALITY
4 OF QUONSET STATE AIRPORT, INCLUDING POTENTIAL
5 INTERFERENCE WITH INSTRUMENTATION, RADAR, RADIO, AND
6 OTHER COMMUNICATIONS.

7 THE STATE GUIDE PLAN INCLUDES A NUMBER
8 OF POLICIES THAT ADDRESS THESE AREAS, AND WE WOULD
9 BE HAPPY TO SHARE THESE WITH YOU AT YOUR
10 CONVENIENCE. ADDITIONAL INFORMATION ON THE STATE
11 GUIDE PLAN IS ALSO AVAILABLE ON THE PROGRAM'S
12 WEBSITE AT WWW.PLANNING.STATE.RI.US.

13 PLEASE FEEL FREE TO CONTACT ME AT
14 401-222-5772 IF YOU HAVE ANY QUESTIONS RELATIVE TO
15 THE RECOMMENDATIONS CONTAINED HEREIN.

16 YOURS TRULY,

17 JOHN P. O'BRIEN,

18 CHIEF

19 CC: J. LOISELLE, GOV. OFFICE

20

21 * * * * *

22

23 WRITTEN STATEMENT OF NANCY MEADER

24

1 ARMY CORPS OF ENGINEERS MEETING

2 JUNE 6, 2002

3 THANK YOU FOR THE OPPORTUNITY TO ADDRESS
4 YOU TONIGHT.

5 I AM SURE YOU ARE NOW AWARE OF THE
6 OPPOSITION IN RHODE ISLAND TO A PROPOSED CONTAINER
7 PORT AND SUGGESTED BARGE FEEDER PORT AT
8 QUONSET/DAVISVILLE PORT AND COMMERCE PARK. WE ALL
9 MADE THE VERY IMPORTANT CHOICE IN OUR LIVES OF
10 LIVING IN RHODE ISLAND DUE TO OUR PASSION FOR THE
11 QUALITY OF LIFE HERE. I HOPE THAT YOU TAKE TIME TO
12 CAREFULLY LOOK AT THE BEAUTY OF OUR STATE AND IN
13 PARTICULAR, THE AREA PROPOSED FOR A CONTAINER PORT
14 ON OUR GREATEST NATURAL RESOURCE - NARRAGANSETT
15 BAY!! I INVITE YOU TO COME SAILING AND SWIMMING
16 WITH MY HUSBAND AND I THIS SUMMER, AND WE WILL SHOW
17 YOU THIS EXCEPTIONAL AREA. MOST OF US HAVE LIFETIME
18 CONNECTIONS WITH THE BAY, WHICH I FEEL HAS HELPED
19 FORM THE CHARACTER OF THE PEOPLE WHO LIVE HERE. YOU
20 SHOULD ALSO KNOW THAT WE ARE VERY PROUD OF THE
21 SUCCESSFUL TOURISM AND FISHING INDUSTRIES IN OUR
22 STATE.

23 I FEEL THAT QUONSET/DAVISVILLE SHOULD BE
24 DEVELOPED FULLY WITH INDUSTRY AND VOCATIONAL SCHOOLS

1 WE CAN BE PROUD OF. SOME OF THE WATERFRONT SHOULD
2 BE DEVELOPED INTO MARINAS AND SHOPS AND RESTAURANTS
3 AND HOTELS TO HELP FACILITATE AND ACCOMMODATE THE
4 TOURISM AND BUSINESS INDUSTRIES. FERRIES COULD RUN
5 BETWEEN THE ISLANDS AS OUR ISLAND PARK SYSTEM SHOULD
6 BE FURTHER DEVELOPED. WE HAVE 400 MILES OF
7 COASTLINE IN RHODE ISLAND, AND DID YOU KNOW THERE
8 ARE 39 ISLANDS ON NARRAGANSETT BAY? THAT CERTAINLY
9 IS UNIQUE AMONG THE AREAS I HAVE VISITED.

10 THE HIGH-SPEED FERRY TO MARTHA'S
11 VINEYARD WILL BE A WONDERFUL ADDITION. WE HAD ALSO
12 HOPED THE SARATOGA AIRCRAFT CARRIER AND MUSEUM WOULD
13 BE DEVELOPED AT QUONSET IN CONJUNCTION WITH THE
14 AIRPORT MUSEUM.

15 A FEW FACTS I AM SURE YOU WOULD LIKE TO
16 INVESTIGATE FOLLOW:

17 FIRST OF ALL, THERE ARE 13 CITIES AND
18 TOWNS IN RHODE ISLAND FILLED WITH COUNCIL MEMBERS,
19 LEGISLATORS, TOWN PLANNERS, ENGINEERS, SCIENTISTS,
20 BUSINESS PEOPLE, ENVIRONMENTAL GROUPS, AND CITIZENS
21 ALL AGAINST A CONTAINER PORT.

22 ALSO AT THIS POINT, ALL EXCEPT ONE OF
23 THE GUBERNATORIAL CANDIDATES ARE AGAINST A CONTAINER
24 PORT AT QUONSET/DAVISVILLE.

1 NO LETTERS OF INTENT FROM CONTAINER PORT
2 DEVELOPERS HAVE BEEN OFFERED.

3 GROW SMART RHODE ISLAND IS A COMPANY
4 THAT INCLUDES LEADERS FROM THE STATE'S BUSINESS,
5 ACADEMIC, AND GOVERNMENTAL COMMUNITIES. THEY
6 RECENTLY SUBMITTED A 26-PAGE REPORT, WHICH I HOPE
7 YOU OBTAIN, INDICATING THAT THE STATE'S PLANS FOR
8 Q/D ARE SERIOUSLY FLAWED.

9 PROVIDENCE BUSINESS NEWS IN NOVEMBER OF
10 2001 PUBLISHED AN EXECUTIVE POLL FROM OVER 70 RHODE
11 ISLAND COMPANIES ON QUONSET POINT INDICATING THAT
12 75 PERCENT DO NOT BELIEVE A SHIPPING PORT WILL TAKE
13 PLACE IN RHODE ISLAND .

14 AN EDC PLANNING CONSULTANT STATED A YEAR
15 AGO THAT IF A CONTAINER PORT WAS NOT BUILT, THE
16 PROJECTED PORT JOBS WOULD BE EXCEEDED BY JOBS
17 CREATED BY INDUSTRIAL DEVELOPMENT. INDUSTRIAL
18 DEVELOPMENT WOULD CERTAINLY CREATE UNION JOBS.

19 VALUABLE INFORMATION FOR YOU WOULD BE TO
20 LISTEN TO THE TAPE OF THE MEETING LAST YEAR AT THIS
21 TIME WHEN THE HOUSE AND SENATE FINANCE COMMITTEES
22 RECEIVED TESTIMONY FROM EXTREMELY KNOWLEDGEABLE
23 CITIZENS AND ENVIRONMENTAL AND ECONOMIC SPEAKERS
24 BEFORE INITIAL EIS MONEY WAS GRANTED.

1 PLEASE BE ADVISED THAT IT WOULD BE
2 HELPFUL FOR YOU TO CONTACT THE URI OCEANOGRAPHY
3 SCHOOL (JUST DOWN THE ROAD IN NARRAGANSETT) AS IT IS
4 ONE OF THE BEST RESEARCH INSTITUTIONS IN THE
5 COUNTRY.

6 A NEW ATLAS OF NARRAGANSETT BAY COASTAL
7 HABITATS HAS BEEN PUBLISHED BY THE NARRAGANSETT BAY
8 ESTUARY PROGRAM. FOR MORE INFORMATION CONTACT
9 RICHARD RIBB AT 874-6233. BY THE WAY, THAT PROGRAM
10 IS ONE OF A NETWORK OF COASTAL WATERSHED PROTECTION
11 AND RESTORATION PROGRAMS CREATED BY THE LATE SENATOR
12 JOHN H. CHAFEE AND OTHER MEMBERS OF CONGRESS IN
13 1987.

14 IN YOUR STUDIES PLEASE ADDRESS WHETHER A
15 LARGE CONTAINER PORT IS CONSISTENT WITH SOUTH
16 COUNTY'S ENVIRONMENT, ECONOMIC REQUIREMENTS, AND
17 OBJECTIVES, ITS INFRASTRUCTURE, AND WITH ITS
18 CITIZENS' NEEDS? WHAT IS THE ECONOMIC BENEFIT TO
19 SOUTH COUNTY AND RHODE ISLAND? WHAT IS THE STATED
20 NEED FOR A CONTAINER PORT IN THE NORTHEAST? WHO
21 DECIDED THAT NY/NJ, BOSTON, BALTIMORE, AND NORFOLK
22 WERE INSUFFICIENT?

23 NOISE ISSUES SHOULD BE STUDIED AS SHIPS
24 AND TUGS AND TRUCKS OPERATE 24 HOURS A DAY.

1 CONTAINERS WILL LOAD AND UNLOAD AT
2 VESSELS AND AT STACKS AROUND THE YARD 24 HOURS A
3 DAY.

4 PLEASE CHECK LIGHTING AS WE UNDERSTAND
5 THE ENTIRE YARD WILL BE LIT, ALL NIGHT, ALL YEAR,
6 WITH HIGH-INTENSITY CRIME LIGHTS. SUPER LIGHTS ARE
7 USED AT THE DOCK AND ON SHIPS, BARGES AND TUGS.

8 INFRASTRUCTURE - 300 PLUS CONTAINERS PER
9 BARGE; 1,000 PLUS CONTAINERS PER SHIP EQUALS THE
10 NUMBER OF TRUCKS COMING AND GOING TO THE YARD IN
11 CONJUNCTION WITH RAIL SERVICE. THE LOCAL ACCESS AND
12 HIGHWAYS WILL NEED UPGRADES, WILL SUFFER CONGESTION,
13 AND REQUIRE EXCEPTIONAL REGULAR REPAIR. DOCK
14 UPGRADING AND SECURITY ADDITIONS WILL BE REQUIRED
15 ALONG WITH HARBOR IMPROVEMENT AND MAINTENANCE.

16 WHAT WATER POLLUTION WILL RESULT FROM
17 DREDGING AND SHIP BALLAST EXCHANGE? WHERE ARE
18 DREDGE SPOILS TO BE DEPOSITED?

19 HOW WILL THE SMELL BE OVERCOME OF
20 NONSTOP DIESEL EXHAUST FROM TRUCKS, CRANES, TUGS,
21 AND SHIPS?

22 CONTAINER PORTS ARE JOB MINIMAL.
23 CONTAINER OPERATIONS REDUCE DOCK EMPLOYMENT, AND
24 THIS PORT IS SCHEDULED TO BE AUTOMATED. TRUCKS FOR

1 TRANSPORTING CONTAINERS USUALLY COME FROM ACROSS THE
2 LAND, NOT THE PORT REGION.

3 PLEASE ALSO CHECK THE DANGER TO BOATERS
4 CAUSED BY CARGO CONTAINERS SWEEPED OFF SHIPS AT SEA.

5 WHAT IS THE GOOD TO THE PUBLIC BY HAVING
6 A PORT? WHAT QUALITY OF LIFE IS IMPROVED,
7 PRESERVED, CARED FOR? WHAT REGIONAL CHARACTER AND
8 NATURE IS PROTECTED OR ENHANCED? WHAT VALUE IS
9 GIVEN TO THE REGION?

10 LASTLY, I STRONGLY SUGGEST THAT YOU VIEW
11 THE VIDEO LESSONS OF LONG BEACH IN YOUR
12 DELIBERATIONS.

13 THANK YOU.

14 NANCY MEADER

15 203 SEABREEZE DRIVE.

16 NORTH KINGSTOWN, RHODE ISLAND 02852

17

18 * * * * *

19

20 WRITTEN STATEMENT OF JEFFREY THALER

21

22 GOOD EVENING. MY NAME IS JEFF THALER,
23 AN ENVIRONMENTAL ATTORNEY RETAINED BY THE TOWN OF
24 NORTH KINGSTOWN TO MONITOR THE FEDERAL EIS PROCESS

1 IN CONJUNCTION WITH TOWN SOLICITOR LARRY PARKS.

2 IN THIS BRIEF TIME, LET ME GIVE YOU TEN
3 REASONS WHY THE CORPS AND OTHER FEDERAL AGENCIES
4 SHOULD STOP SPENDING DOLLARS AND TIME DOING DETAILED
5 SCOPING AND STUDIES; YOU SHOULD SUSPEND PERMIT
6 PROCESSING UNTIL THE APPLICATION IS SUFFICIENTLY
7 AMENDED.

8 10. THE STATE SHOULD BE TREATED NO
9 DIFFERENTLY FROM ANY OTHER APPLICANTS; IF A NORTH
10 KINGSTOWN SMALL BUSINESS PERSON OR CITIZEN PUT IN
11 AN APPLICATION WITH SUCH A VAGUE PURPOSE AND NEED
12 OR WITH NO SPECIFICS ON WETLAND IMPACTS OR
13 COMPENSATION, HIS OR HER APPLICATION AUTOMATICALLY
14 WOULD BE KICKED OUT AS INCOMPLETE AND NEEDING MORE
15 WORK. THE STATE SHOULD GET NO SPECIAL TREATMENT.

16 9. THE STATE CONTINUES FOR OVER A YEAR
17 TO REFUSE TO SAY IF THE CHANNEL WILL BE FEDERAL OR
18 NOT - THIS IS A \$65 MILLION OR MORE ISSUE, AND ALL
19 OF THE ECONOMIC ANALYSIS IN THE APPLICATION MUST BE
20 CHANGED IF IT IS NOT A FEDERAL CHANNEL. NO MORE
21 GAMES PLAYING ON THIS ISSUE!

22 8. NOWHERE IN THE APPLICATION IS IT
23 SPECIFIED THE AMOUNT OF ACRES OF WETLANDS TO BE
24 DESTROYED, OTHER THAN "UP TO" 115 ACRES; THIS IS AN

1 UNPRECEDENTED AMOUNT IN NEW ENGLAND, AND BAD
2 PRECEDENT TO ALLOW AN APPLICANT TO BE SO VAGUE.

3 7. NOWHERE IN THE APPLICATION DOES IT
4 SPECIFY THE AVOIDANCE, MITIGATION, AND COMPENSATION
5 STUDIES OR ANALYSIS FOR THE PROPOSED DESTRUCTION OF
6 115 ACRES OF WETLANDS, WHICH MAY EVEN BECOME A
7 LARGER FIGURE.

8 6. THE STATE SHOULD BE ORDERED TO STOP
9 SELLING OR LEASING PARCELS OF LAND, INCLUDING
10 WATERFRONT SPACE AT QUONSET/DAVISVILLE BECAUSE THESE
11 ACTIONS LIMIT THE CHOICE OF REASONABLE ALTERNATIVES,
12 AND THUS ARE PROHIBITED BY THE NEPA REGULATIONS,
13 40 CFR SECTION 1506.1; THE GENERAL COUNSEL
14 MEMORANDUM MAKES CLEAR THAT THE CORPS MUST NOTIFY
15 THE STATE THAT YOU WILL TAKE STRONG AFFIRMATIVE
16 STEPS, INCLUDING INJUNCTIVE MEASURES OR SANCTIONS -
17 OR YOU CAN REFUSE TO "PROCESS" THE APPLICATION IF
18 THE STATE WILL NOT STOP.

19 5. LIKewise, THE STATE SHOULD BE
20 ORDERED TO STOP ITS EFFORTS TO IMPLEMENT THE FEEDER
21 PORT AGREEMENT WITH THE PORT AUTHORITY OF
22 NEW YORK/NEW JERSEY, WHICH AGAIN WILL CLEARLY LIMIT
23 THE CHOICE OF REASONABLE ALTERNATIVES.

24 4. BASED ON THE CURRENT "PURPOSE AND

1 NEED" IN THE APPLICATION, THE FIRST CIRCUIT COURT OF
2 APPEALS REQUIRES THE CORPS TO CONSIDER ALL
3 REASONABLE ALTERNATIVES, AND THEREFORE, YOU MUST
4 EVALUATE BOTH EAST AND WEST COAST PORT ALTERNATIVES
5 TO SUPPLY CONTAINERS TO AND FROM THE MIDWEST.

6 3. THE APPLICANT'S "PURPOSE AND NEED"
7 IS, BY THE STATE'S OWN ADMISSION, BASED ON
8 SPECULATION, POSSIBILITIES, AND ASSUMPTIONS - NOT
9 OBJECTIVE STUDIES. SEE 10 ABOVE.

10 2. INDEED, THE STATE'S OWN ECONOMIC
11 FEASIBILITY CONSULTANT WROTE IN DECEMBER 2001 THAT
12 THERE SHOULD BE NO CONTINUING PERMITTING OF THE SITE
13 OR CONDUCT OF A DETAILED ENVIRONMENTAL ANALYSIS
14 UNTIL A "RIGOROUS MARKET ASSESSMENT OF THE
15 FEASIBILITY" OF THE CONTAINER IS PERFORMED. WITHIN
16 A MONTH, THE STATE IGNORED THIS ADVICE AND FILED AN
17 APPLICATION WITH NO RIGOROUS MARKET ASSESSMENT OF
18 FEASIBILITY.

19 1. THIS HUGE PROJECT, AS NOW PROPOSED,
20 WITH MAJOR IMPACTS UPON RHODE ISLAND'S ROAD AND
21 TRAIN FACILITIES, AIR QUALITY (WHICH IS
22 NONATTAINMENT FOR CERTAIN SUBSTANCES), WATER SUPPLY,
23 STORM WATER, AND BAY HABITAT - WILL FAIL TO MEET THE
24 LEGAL REQUIREMENT OF BEING THE "LEAST

1 ENVIRONMENTALLY DAMAGING PRACTICABLE ALTERNATIVE TO
2 ACHIEVE THE PROJECT PURPOSE."

3 IN CONCLUSION, THE ECONOMICS OF THIS
4 PROPOSED PROJECT ARE FAR TOO SPECULATIVE AND
5 UNPROVEN, AND FAR TOO DEPENDENT UPON UNKNOWN PRIVATE
6 INVESTORS TO GUARANTEE GOOD JOBS TO MANY RHODE
7 ISLANDERS. WHILE GOOD JOBS AND ENVIRONMENTAL
8 PROTECTION CAN INDEED GO HAND IN HAND, RIGHT NOW THE
9 ENVIRONMENTAL COSTS OF A BIG CONTAINER PORT WILL FAR
10 EXCEED ANY ACTUAL ECONOMIC BENEFITS. THE BEST
11 INTERESTS OF ALL RHODE ISLAND CITIZENS REQUIRES THAT
12 YOU SEND THIS APPLICATION BACK TO THE DRAWING BOARD
13 WHERE IT BELONGS.

14 THANK YOU FOR YOUR CONSIDERATION.

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1 C E R T I F I C A T E

2

3 WE, MARIANNE KUSA-RYLL, REGISTERED MERIT
4 REPORTER, AND JULIE THOMSON RILEY, REGISTERED MERIT
5 REPORTER, DO HEREBY CERTIFY THAT THE FOREGOING
6 TRANSCRIPT IS A TRUE AND ACCURATE TRANSCRIPTION OF
7 OUR STENOGRAPHIC NOTES TAKEN ON JUNE 6, 2002, AND
8 ENTRY OF STATEMENTS INCLUDED IN THE RECORD.

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13 MARIANNE KUSA-RYLL
14 REGISTERED MERIT REPORTER
15 CERTIFIED SHORTHAND REPORTER NO. 116393

16

17 JULIE THOMSON RILEY
18 REGISTERED MERIT REPORTER
19 CERTIFIED SHORTHAND REPORTER NO. 1444S95

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